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HONGKONG LONDON SHANGHAI

The Hongkong Telegraph.

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SATURDAY, APRIL 2, 1927.

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A fact as
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Expert and Constant European Supervision.
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POWERS CONFER ON CHINA. EXPECTATION OF EARLY DECISION.

NATIONALISTS CRITICISE U.S. EVACUATIONS.

WUHU DEMONSTRATIONS.

The British, American and Japanese Governments are now actively exchanging views with regard to the action to be taken to exact some return from the Nationalists for the Nanking outrages. An early decision is expected.

The Nationalist Government is preparing a statement on the Nanking affair "based on the findings of a rigid official enquiry," and, meantime, Nationalist military officers at Nanking declare that the disorders were caused by remnants of defeated Northerners and White Russian mercenaries.

Nationalist circles at Hankow regard the evacuation of Americans from the Yangtze zone as a measure dictated by panic and not by statesmanship.

The feature of the news to-day from the Yangtze is that there have been demonstrations at Wuhu, causing foreign residents to withdraw to H. M. S. Caradoc.

Persistent reports that Marshal Chiang Kai-shek has been dismissed by the Nationalist Government lack confirmation.

London, April 1.

Nanking, April 1.

It is understood that as a result of discussions between the British, American and Japanese Ministers in Peking recommendations have been made to their respective Governments with regard to the action to be taken to exact return from the Nationalists for the Nanking outrages.

London, Washington and Tokyo are now actively exchanging views and a very early decision is expected. It is impossible at the present to forecast what the decision will be, but there will most certainly be no attempt to carry out any reprisals without first formulating definite demands.

It is felt that the Nanking outrages must be considered quite apart from the question of the future policy towards China.—*Reuter.*

CABINET MEETING.

The Fourth This Week.

London, April 1.
The Cabinet to-day considered the Chinese situation at what was the fourth meeting this week.

Marshal Sir Hugh Trenchard, Chief of the Air Force and of the Imperial Defence Committee, was present.—*Reuter.*

BLAME FOR NANKING.

Denied by Nationalists.

Hankow, April 1.
The Nationalist News Agency says that the Nationalist Government will soon issue a statement regarding the Nanking incident "based on the findings of the rigid official enquiry now being conducted at Nanking."

It declares "that the military officials at Nanking report that the disorders of March 24th. were caused by the remnants of the defeated Northerners and by the White Russian mercenaries in Marshal Chang Tsung-chang's army who instigated the attacks on foreign Consulates in order to involve the Nationalist forces with the Powers."

The reports goes on to say that "in responsible Nationalist circles the evacuation by the American from the Yangtze region and elsewhere in China is regarded as a measure dictated by panic and not by statesmanship."—*Reuter.*

NANKING TRUCULENCE.

Anti-British Activity.

Nanking, March 31.
There is an increase in the arrogance and truculence on the part of the Nationalists towards foreigners.

A Chinese messenger, who was sent to the International Export Company's building, was beaten and sent back with the message that anybody working for the British who attempted to land would be stopped.

The International Export Company is now completely

IN THE LINE.

U. S. MARINES WITH COLDSTREAMS.

DESULTORY FIRING.

History was made Tuesday night (says the *Shanghai Times* of March 24th.) when the American Marines, famous fighting men of the United States, reinforced the crack Coldstream Guards of England and fired shoulder to shoulder with them during the night in the general defence of the post at the Markham Road Bridge over Soochow Creek.

Late on Tuesday night word was received at the Headquarters of the U. S. Marine Corps, 98 Sinza Road, a short distance from the Markham Road Bridge, that a mob of Chinese civilians, and Cantonese soldiers were preparing to charge the barricade, which was held by the Guards.

Fire Returned.

The Commandant of the American Marines promptly sent all available American Marines to the bridge. Throughout the night there was desultory firing, the Guardsmen and the Marines returning shot for shot, but apparently word had reached the Chinese that on the south side of the creek handed together as one, stood members of the two most famous fighting organizations of modern times, the Coldstream Guards and the American Marines.

All through the long hours of the night Guardsmen stood behind sand bag barricades with U. S. Marines, but the expected attack never materialized. When a shot rang out from the Chinese side and a bullet zipped over the barbed-wire barricades, occasionally striking the sandbags, the fire was returned by a Guardsman or a Marine.

Attack Expected.

Late on the following morning a detachment of 200 uniformed Cantonese soldiers was sighted marching past the bridge on the Chinese side. The Cantonese were heavily armed and it was thought for a time that an attack might be launched on the bridge. On the Settlement side of the bridge the Coldstream Guards and the Marines were ready, but the Cantonese soldiers filed past, looking neither to the left or right and without firing a shot.

In the afternoon a mob of Chinese civilians stormed the barricades at the bridge, but the situation was easily handled by the Coldstream Guards. The Marines, in the meantime, had been withdrawn. During the day hundreds of civilians were permitted to enter the International Settlement over the Markham Road Bridge, but in each instance the civilians were carefully searched before being allowed to proceed.

Search Civilians.

The search of civilians resulted in the finding of loaded pistols on five. They were arrested and the arms confiscated. On the North side of the bridge the Guardsmen noticed two Chinese youths, neither more than 15 years old, armed with bayonets and no rifles, patrolling through the streets and occasionally threatening pedestrians. It is believed that the youths were posted there by the Cantonese, as the civilians seemed to be in great fear of them, despite the fact that they were armed with bayonets.

Shortly before 10 a.m. a bullet fired from a building on the Chinese side of Soochow Creek struck the steel helmet of a member of the Coldstream Guards. Earlier in the morning a spent bullet struck an American Marine in the head but did not injure him.

Beginning on Thursday the American Marines played an active part in the general defence plan of Shanghai. They took over a section of the front extending from the Markham Road Bridge along Soochow Creek to North Szechuen Road to the Race Course, to Avenue Foch, up Madhurst Road and back again to Soochow Creek.

Marine Wounded.

Private R. W. Strane of the 2nd Company of the Fourth United States Marines, was struck by a bullet from the Pootung side of the river while patrolling on the Shanghai side near the Customs

LIES ABOUT BIAS BAY.

WHAT SWATOW PEOPLE ARE TOLD.

PROPAGANDISTS BUSY.

The *Telegraph's* Swatow correspondent, writing under date of Thursday, says:

On the 28th, I wrote saying that the news of the Bias Bay raid had been taken very quietly. This was perfectly true at the time of writing, but since then it appears that instructions have been received from the Kuomintang Headquarters at Canton to give this news all the publicity possible and the newspapers are now publishing the "facts" as obtained from the Kuomintang. Needless to say, these facts bear no resemblance to the story as published in the Hongkong papers.

There are long articles on the subject of "the British troops who have been sent out here for the express purpose of invading Chinese territory," but who, up-to-date, have been thwarted in their designs by the Nationalist Government who have been particularly careful not to give the British Government any excuse whatsoever to take war-like action.

The stories regarding Bias Bay state that the British forces departed leaving behind them ten villages in flames and at least one thousand innocent Chinese who had been murdered!

The articles go on to say that it has not yet been decided what form the reprisals will take, but these are promised, and it is stated, that as soon as the Kuomintang arrives at a decision, this will be published for the information of the people throughout China.

Naturally all this is being read by the majority of the Chinese here and, one presumes, is being believed by a considerable number. Whether there will be any developments in consequence, it is impossible to say, but the talk in the city is anything but promising, and anything might happen as the result of the work of very clever propagandists who are at present influencing public opinion.

KING OF RUMANIA ILL.

POLITICAL SPECULATIONS.

Berlin, April 1.

The illness of the King of Rumania has taken a serious turn. Direct telegraphic and telephonic communication between Rumania and the neighbouring countries is momentarily interrupted, but the last bulletin to be received by the Rumanian Legation here says that His Majesty is suffering from influenza which has developed into pneumonia, and that his condition is less satisfactory. It is reported from Belgrade that the King's condition is most critical. Queen Marie of Jugo-Slavia has gone to Bukharest, and the Belgian specialist, M. Sluis, has been summoned from Brussels.

Press reports received at Budapest state that there have been important conferences at Bukharest attended by the Commander-in-Chief of the Army, and that these have disquieted the populace. But it is declared that a coup d'etat in the event of the King's death is improbable as the Rumanian Government is well prepared for all eventualities, and has concentrated a strong force of troops at Bukharest.—*Reuter.*

A bulletin states that King Ferdinand's condition has improved.—*Reuter.*

Marine's left shoulder, inflicting a painful but not dangerous wound. An American launch from the U. S. S. "Pittsburgh" immediately put out to the Pootung side of the river, carrying a number of armed sailors and Marines, but efforts to locate the place from which the shot was fired were unsuccessful.

The wounded soldier was taken to a hospital and after his wound was dressed insisted on returning to active duty. At a late hour he was again patrolling his post

KEEPING ORDER.

A LOCAL UNION PROSCRIBED.

FURTHER REGULATIONS.

Under the regulations for the prevention of disorder, which were issued on January 28th, the Government-in-Council has declared illegal a local Labour Union. A notification to this effect appears in the current issue of the *Government Gazette*, being in the following terms:

"The Kiu Kong Kung Tun Tsung UI (General Labour Association of Hongkong), which also describes itself as The Federation of Chinese Labour Unions of Hongkong, is hereby proscribed."

Some alterations and additions have also been made under the Emergency Regulations Ordinance regarding the prohibition and regulation of meetings and processions. To the regulations recently issued, there have been added the following two:

"2. It shall be lawful for the Governor-in-Council, by order published in the *Gazette*, to prohibit the holding of any meeting whatsoever at any specified place or places on any specified date or dates, or to prohibit the holding of any meeting whatsoever except between specified hours, either general or at any specified place or places."

Control of Meetings.

"6.—(1) It shall be lawful for the Governor-in-Council, by order published in the *Gazette*, to prescribe any condition whatsoever which he may think fit in connexion with any meeting.

"(2) No person who takes part in or is present at any meeting shall contravene any such condition."

"(3) No person shall take part in any meeting at or in connexion with which any such condition has been or is being contravened."

"(4) No person shall without lawful authority or excuse be present at any meeting at or in connexion with which any such condition has been or is being contravened."

For Urgent Occasions.

Regulation No. 7 has also been altered and now reads as follows: "7.—(1) In any case in which he may consider that the urgency of the occasion so requires it shall be lawful for the Governor, without consulting the Executive Council and without publication of the order in the *Gazette*, to make any order which might have been made by the Governor-in-Council under Regulation 1, 2 or 6, or to prohibit the continuance of any meeting already begun.

"(2) Any such order may be proved in any legal proceedings by the production of a certificate under the hand of the Colonial Secretary, and judicial notice shall be taken of such signature on such certificate."

DISARMAMENT.

WORK OF GENEVA COMMITTEE.

Geneva, April 1.

The Disarmament Committee has adopted a modified draft resolution on the limitation of the period of army service, laying down that the total period of service of the annual contingent in conscriptionist States shall not exceed the figure accepted by the High Contracting Parties. This figure will comprise a total with active army and compulsory training.

Viscount Cecil next opened a discussion on air armaments, regarding which there is a considerable divergence of views.

M. Paul Boncour (France) strongly urged the limitation of air effectiveness.—*Reuter.*

Geneva, Mar. 31.

The Disarmament Committee has adopted a French proposal that limitation of material for air armaments apply to aircraft and dirigibles in commission, whilst it adjourned until to-morrow other points dealing with air armaments.

Bulls and Inners

□ □ From the Office Butts. □ □

A bar is about to be installed in our Theatre Royal—across the door of the cloakroom!

For the convenience of "subalterns and their overdrafts," a branch of Cox's will shortly be opened in Shanghai.

Foreigners have a hard time in China. Next on the list of grumblers are the cabaret proprietors of Shanghai.

A little propaganda in this Colony is necessary for the benefit of those misguided individuals who shamelessly show their back collar stud while in evening dress.

Admirals get a 20 per cent. rebate on Peak tram fares. Wish we'd taken the lead in "H.M.S. Pinafore."

Canton vernacular papers say fully a thousand Bias Bay inhabitants were killed during the recent British raid. Probably they refer to mosquitoes!

Now that Shanghai folk have to stay at home after 10 p.m., some husbands will get to know their wives again.

"The visitors are very pleased with this Colony and they express a great surprise at seeing so many motors on this small island."—*Daily Press.* Yes, and if they return in a few years they'll be surprised at seeing so many pedestrians.

"Hongkong is like Seattle, but it lacks Seattle's bustle," said a Resolute tourist. But what about Hongkong's waste?

One thing about Scottish expolicemen having a medal presented at Home; they don't spend nearly so much on the round.

A resident of Shanghai has been arrested for assaulting a Sergeant Major. Is there no Society for the Prevention of this sort of thing there?

Auntie Caustic says that undoubtedly China is a difficult thing to handle.

What's the betting that Britain places a gunboat at the disposal of Eugene before the year is out?

A good many resolute bulls appeared for admission this week. Their condition, however, being somewhat stale, they were mercifully put out of pain.

News item:—"The Fanling Hunt will meet at the Hunters' Arms to-day at 2.30 p.m. and at the Sheungshui Police Station at 9.30 a.m. on Sunday." It is hoped that all members will be able to get away.

Some of these tourists were certainly resolute when it came to pushing their way on to a Ferry.

There wasn't even a ray of hope from Marshal Sun.

The open door in China is swinging outward most of the time.

The Radio Society will next week broadcast selections on a wireless piano by a well-known amateur.

Nature Note:—Mosquitoes are now able to sit down and take a little nourishment.

"Dam Committee Has No Report," says a Manila paper. All same Constitutional Reform Association.

Trouble with some of these young bloods is that they turn up their noses at work instead of their sleeves.

The Canton Christian College has been completely held up by a strike which is only a shade better than being held up as an example.

All is not gold that knickers.

There is no truth in the rumour that the Peak Tram season tickets have been increased to pay the fares of the ghostly occupants of the railed off seats.

Kowloon hopes to win both foot-

Says a contemporary:—"They tell of terrible experiences at the hands of anti-foreign mobs, Cantonese soldiers and guerrillas." Making proper beasts of themselves.

From the *Daily Press*: "One party went round the Island fetching up at Repulse Bay Hotel." We've experienced that digging down and fetching up movement at R.B. ourselves.

Appropriately enough, the Resolute was under a Kruse.

The Cantonese version of the raid was of course considerably Biased.

Following the "cost and comfort" argument for raising Peak tram fares, we expect the lower level service to increase charges when they supply passengers with spittoons.

As a punishment, a Kowloon boy was ordered by his teacher to stay in after school and write the names of all the Premiers of France since 1925.

A newspaper headline says "Oxford Students Refuse to Discard Baggy Trousers." As if it would be precisely nice to do anything else.

The biggest tank sent by Britain to China was seen in the Hongkong Hotel, but we don't know his name.

There is a story current in the North, that in addition to other things, Mrs. Borodin is a poetess. We hope, for the old man's sake, that the report is somewhat exaggerated.

An instrument has been invented which records sounds inaudible to the human ear. This looks like more competition for our telephones.

When the next lot of medals are given out, consideration will have to be given to those ex-Servicemen residents in Kowloon who jump out of bed at the sound of reveille.

A stray bat from the belfry:—Why not get ready for the next housing shortage by building cylindrical houses so as they can go round?

Some men have cars; others have fast typists.

"Better-half" means—just what she says.

A local club is about to be formed among those who still continue to pay "bills" even though their friends have gone bankrupt.

About the "only" silver lining among the clouds these days is kindly provided by the Navy when they send up those aeroplanes.

During the week, two revolvers were discovered "hidden among soap." If this sort of thing becomes much mauserious, we shall be reading advertisements for coal target soap!

"Giant Redwood destined for Amy" states the *S. C. M. Post*. It is not true, however, that it is to be used as a plank for the Communist programme.

"Sun Chuan-fang's Rotten Reeds" stated a headline in the *S. C. M. Post*. Rather too easy with the "es!"

That was quite a tale about the Manx Reunion!

There is no truth in the report that in future troops in the Colony will have to undergo physical exercises by means of wireless jerks.

It was a Nobel idea of G. B. Shaw to give away prize money to establish a fund for translating Swedish works into English.

Foreigners are slow to adopt Chinese customs, but show even less speed in giving up the receipts.

St. George's Society is hereby given solemn warning that community singing will not be a full shield to-day. Let us go, success in this Colony and

A GOOD MANILA CIGAR

is a Delight.

Smoke:

"LA PERLA DEL ORIENTE"

and be Delighted

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Coates' ORIGINAL

PLYMOUTH GIN

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EVERYWHERE.

CHINA CRISIS.

OVERNIGHT TELEGRAMS.

Shanghai, April 1, 6.50 p.m. There are increasing signs that labour is beginning to chafe under the tyranny of the Red Unions. Both the Ningpo and Hangchow headquarters of the union have been attacked and burnt down by workers.

The chief complaint of the latter was that the General Labour Union is controlled by a small dictatorial clique who are punishing and persecuting any one daring to disobey their orders or disagree with their methods; and above all that the workers so far have not really benefited under this new regime, owing to the prevalence of so many strikers and lockouts and the closing of so many shops.

Briefly, the workers at Ningpo and Hangchow felt that they were better off formerly. The latest news is that the victory of the moderates is likely to be short lived as more experienced Red dictators are being despatched from Hankow to Ningpo and Hangchow.

Only meagre details of the troubles in these cities have percolated into Shanghai.—*Reuter*.

Split in Shanghai.

Shanghai, April 1, 6.50 p.m. There are indications that all is not well in the Kuomintang camp here.

While the meeting of the moderates yesterday was passing resolutions asking Chiang Kai-shek to eliminate the Red elements from the party a meeting of left-wingers was passing resolutions urging the expulsion of the "conservatives" and "moderates," and the immediate restoration of the Settlements.

There is undoubtedly trouble brewing in these two sections here. All the best informed Chinese are backing the Reds to win.—*Reuter*.

No Action by Britain Alone.

London, April 1, 1.30 p.m. Reports that the Cabinet last night decided to issue an ultimatum to the Cantonese in regard to the Nanking outrages is not borne out by information from well-informed quarters. It is pointed out that no action is likely to be taken by Britain alone in view of the fact that all foreigners were equally subjected to attack.

The question of compensation and apology must be considered by each Government involved. The presentation of an isolated demand by one Power would perhaps give the false impression of a lack of unity and consequently no ultimatum is likely to be made until all the nations concerned are agreed on a joint course. The Powers are now considering this matter.—*Reuter*.

Mr. Ramsay MacDonald Taken To Task.

London, April 1. Mr. Ramsay MacDonald's attitude towards China is severely criticised by the *Daily Telegraph*, which considers his speech at Glasgow "makes a disgraceful business, if anything, worse."

The *Telegraph* described as a "preposterous argument" and counsel of insanity the contention that the Shanghai International Settlement could be defended by the British naval forces on the China station, and declares the work of the navy indispensable during this situation, and its duty was not only gallantly performed at Nanking, but daily since the Yangtze valley became a theatre of hostilities.

"But for holding the lines at Shanghai, all the warships in the Far East could not land forces more than a fraction of the required strength."

Referring to Mr. MacDonald's "inexcusable reflection" upon those in charge of Britain's safety in China in connexion with Nanking, the *Telegraph* says it did not need the terrible evidence of Mrs. Giles and Mr. Brown to establish the fact that not a soul at Nanking suspected the possibility of such and organised attack.—*Reuter*.

Additional U. S. Preparations.

Washington, April 1, 12.10 p.m. A long conference was held at the White House and the State Department last night, presumably in connexion with developments in China. There no indication that any decision was reached.

President Coolidge conferred with Mr. Wilbur and Mr. Kellogg and with Mr. Johnston, the chief of Near Eastern Affairs.

In the meanwhile, consular reports have confirmed Press advices of the continued menace to foreigners in various points of China and these are reflected in orders given to the Marine Corps officials to check the forces available in case Admiral Williams should call for more men to protect the lives of Americans.

As it was decided not to reduce the Marine forces in Nicaragua it is understood that the Corps commander is combing out every available detachment in the United States to find riflemen to fill up the regiment at Guantico for use if needed.—*Reuter's American Service*.

French Commander Wanted.

Paris, April 1, 9 a.m.

The *Echo de Paris* states that Admiral Basire has asked that an officer be sent to command the French troops in Shanghai. Probably accordingly a Colonel will be sent to Shanghai from Indo-China.—*Reuter*.

Japan's Fleet Gathering.

Tsingtao, April 1.

The Japanese first fleet consisting of four battleships, three cruisers, 16 destroyers and eight submarines has arrived for the annual manoeuvres.

It is emphasised that the visit is not connected with the situation in China.—*Reuter*.

Soong Seeks Safety.

Shanghai, April 1.

T. V. Soong, the Nationalist Minister of Finance, has taken a house in the International Settlement where, under the protection of foreign forces, he is finding it safer to live than outside.—*Reuter*.

PROPERTY SALES.

POOR BIDDING AT YESTERDAY'S AUCTIONS.

Although there was a good attendance at the property sales held at Messrs. Lamert's Auction Rooms yesterday, bidding was extremely poor and the lots put up were only sold, when the opening price was reduced after withdrawals.

Lot 2 fetched the best price, this being Kowloon Inland Lot No. 1076, situated at Mongkoktsai, with the premises thereon known as No. 1080 Canton Road held for a term of 75 years from 1900 and having an area of 11,751 square feet at an annual Crown Rental of \$128.

Opening at \$40,000 with bids of \$500 acceptable, one bid of \$1,000 was made and the rest at \$500, brought the price up to \$50,000, at which sum it was knocked down to Mr. Yu Man Pun.

Lot 1, consisting of Kowloon Inland Lot 1291, together with the premises thereon known as Nos. 8 to 14 Argyle Street held for 75 years from May 1900, having an area of 6,462 square feet at an annual Crown Rental of \$70, opened at \$40,000 with bids of \$500 acceptable. There were no offers at the price, and after withdrawal, it was again offered, opening at \$35,000. Again there were no bids and it was withdrawn to be offered yet again, opening at \$25,000. Mr. Yu Man Pun also purchased this lot at the opening figure.

Lot 3, consisting of Kowloon Inland Lot 1290, together with the premises thereon known as Nos. 433, 435 and 437 Reclamation Street, held for 75 years from May 1900, and having an area of 5197 square feet at an annual Crown Rental of \$56, was withdrawn at \$25,000 with bids of \$500 acceptable.

Put up again at the opening price of \$20,000, there were no higher bids and the sale was concluded in favour of Mr. Yu Man Pun at the sum stated.

"H. M. S. PINAFORE"

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Splendidly situated in the Heart of the European section. Competent, experienced hairdressers assuring stylish cut. Elegant equipments and good sanitary conditions throughout.

Most up-to-date machine and method for Permanent Wave. Price very reasonable.

We open daily from 8 a.m. to 8 p.m. except Sundays, when the hours are 10 a.m. to 1 p.m. Phone Kowloon 1378.



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Send Coupon for 10-Day Tube

effective film-removing method. Ordinary brushing was found ineffective. Now two effective combatants have been found, approved by high dental authority and embodied in a tooth-paste called Pepsodent.

Curdles and removes film—
Firms the Gums

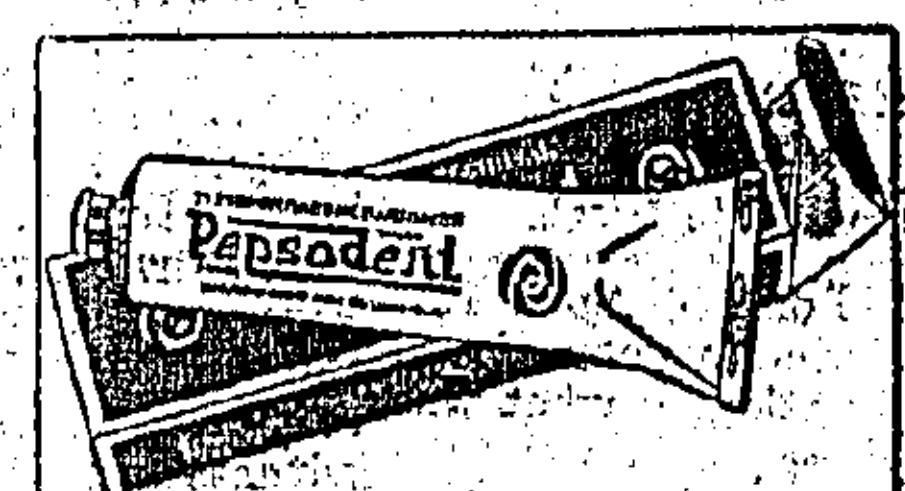
Pepsodent acts first to curdle the film. Then it thoroughly removes the film in gentle safety to enamel.

At the same time, it acts to firm the gums—Pepsodent provides, for this purpose, the most recent dental findings in gum protection science known today. Pepsodent also multiplies the alkalinity of the saliva. And thus aids in neutralizing mouth acids as they form.

It multiplies the starch digestant of the saliva. Thus combats starch deposits which might otherwise ferment and form acids.

No other method known to present-day science embodies protective agents like those in Pepsodent.

Please accept test tube
To prove results, send coupon for 10-day test or buy a tube—for sale everywhere. Do this now for your own sake.



Based on modern research. Advised by leading dentists the world over. You will see and feel immediate results.

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I enclose 3 cents in postage stamps for 10-day trial tube of Pepsodent.

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Give full address. Write plainly. Only one tube to a family.

Gets you well

and keeps you well that is the object of SCOTT'S Emulsion which heals, nourishes and strengthens. Your doctor knows it. Ask for



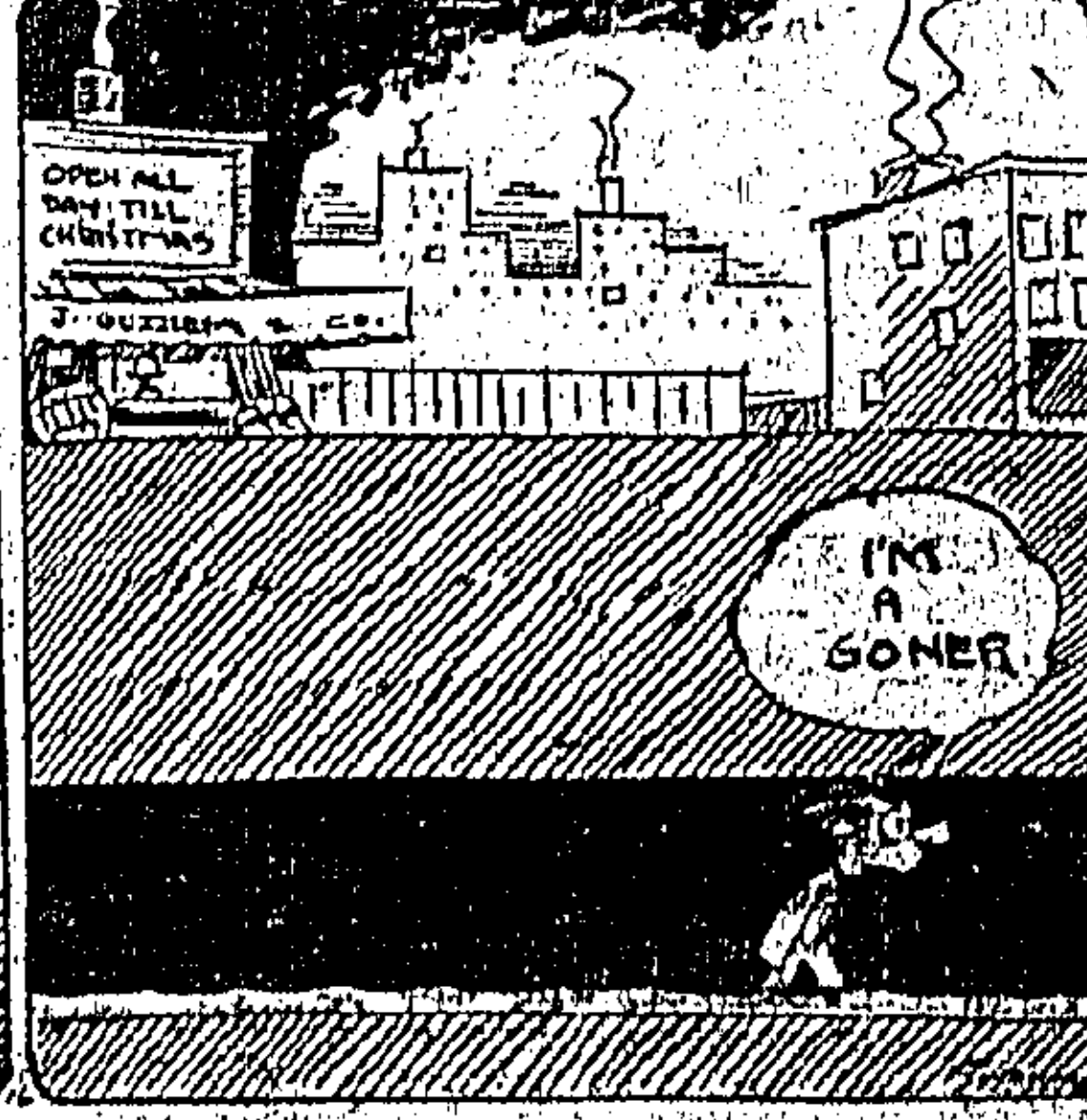
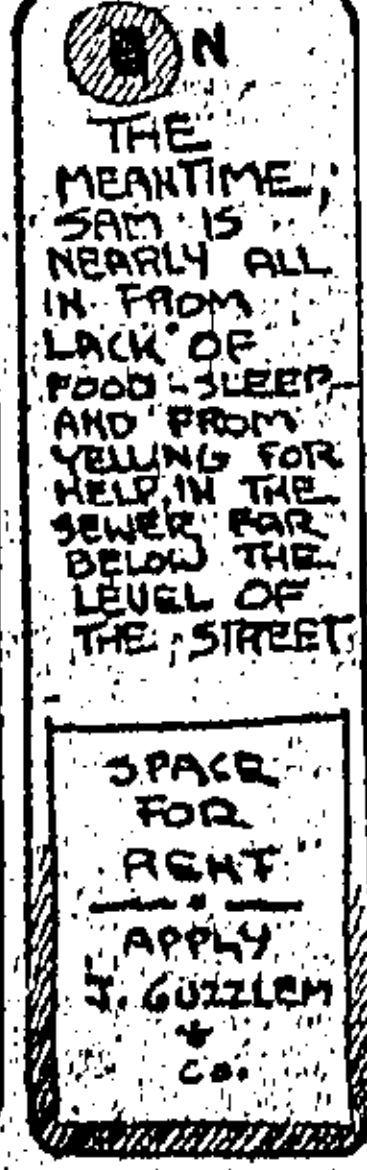
SCOTT'S Emulsion

The protector of life

SALESMAN SAM



Sam Still Missing



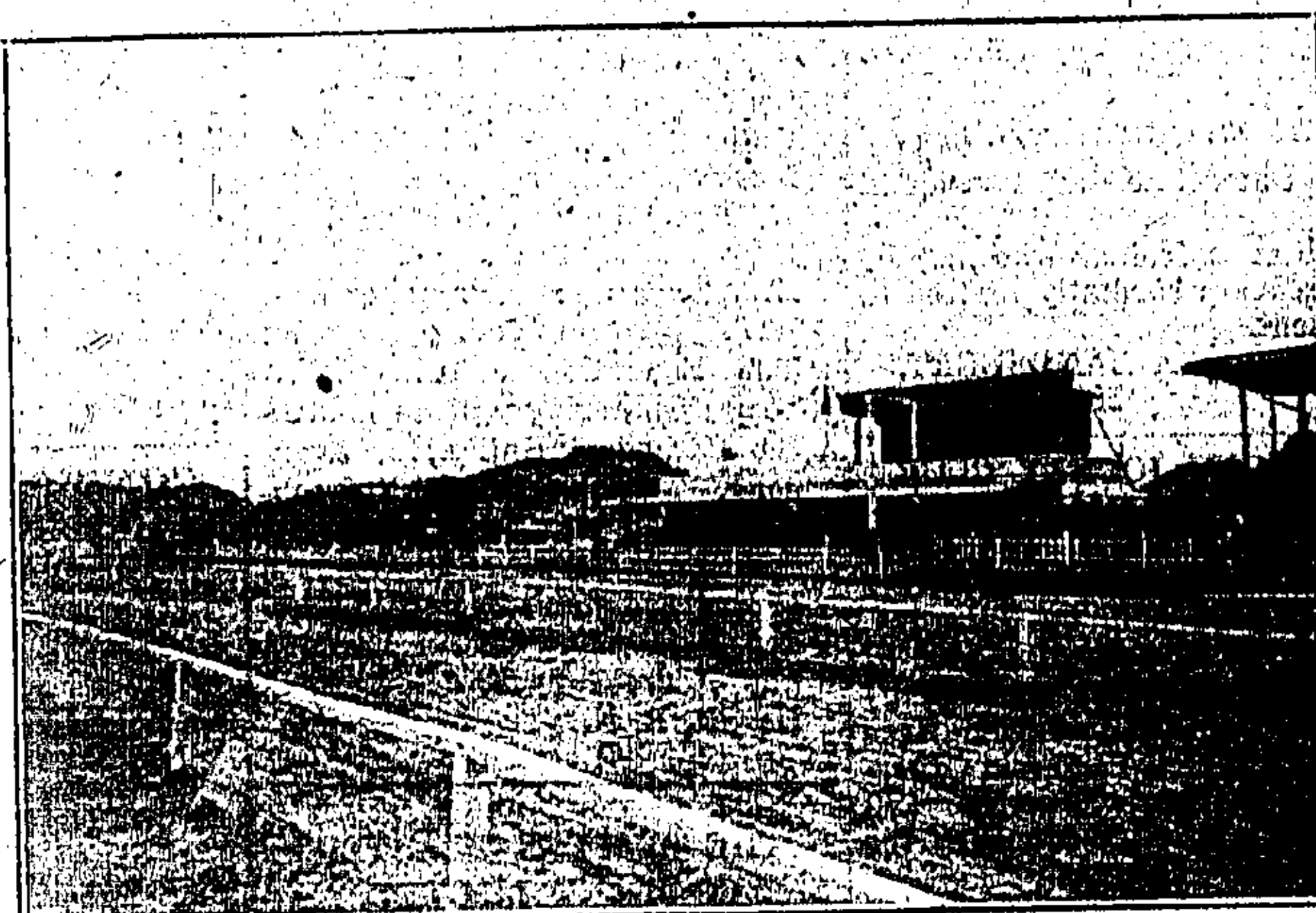
By Swan

RECENT TOPICAL EVENTS.

(All Photo-engravings by "S.C.M. Post")



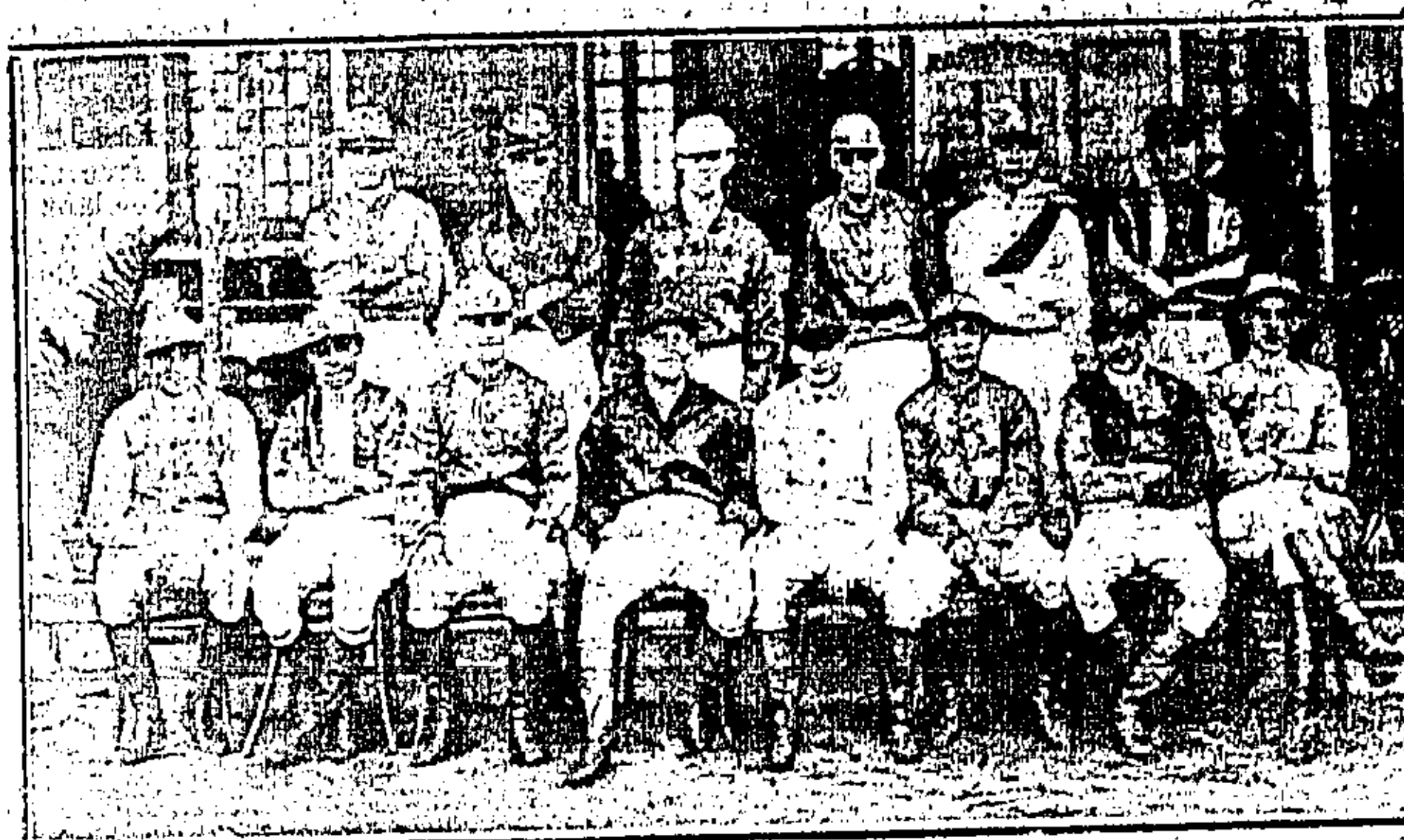
Group taken at the official opening of the new race course at Macao by H.E. the Governor of Macao.



This general view of the course, including Members Stand, gives a good idea of the excellence of Macao's new race course.



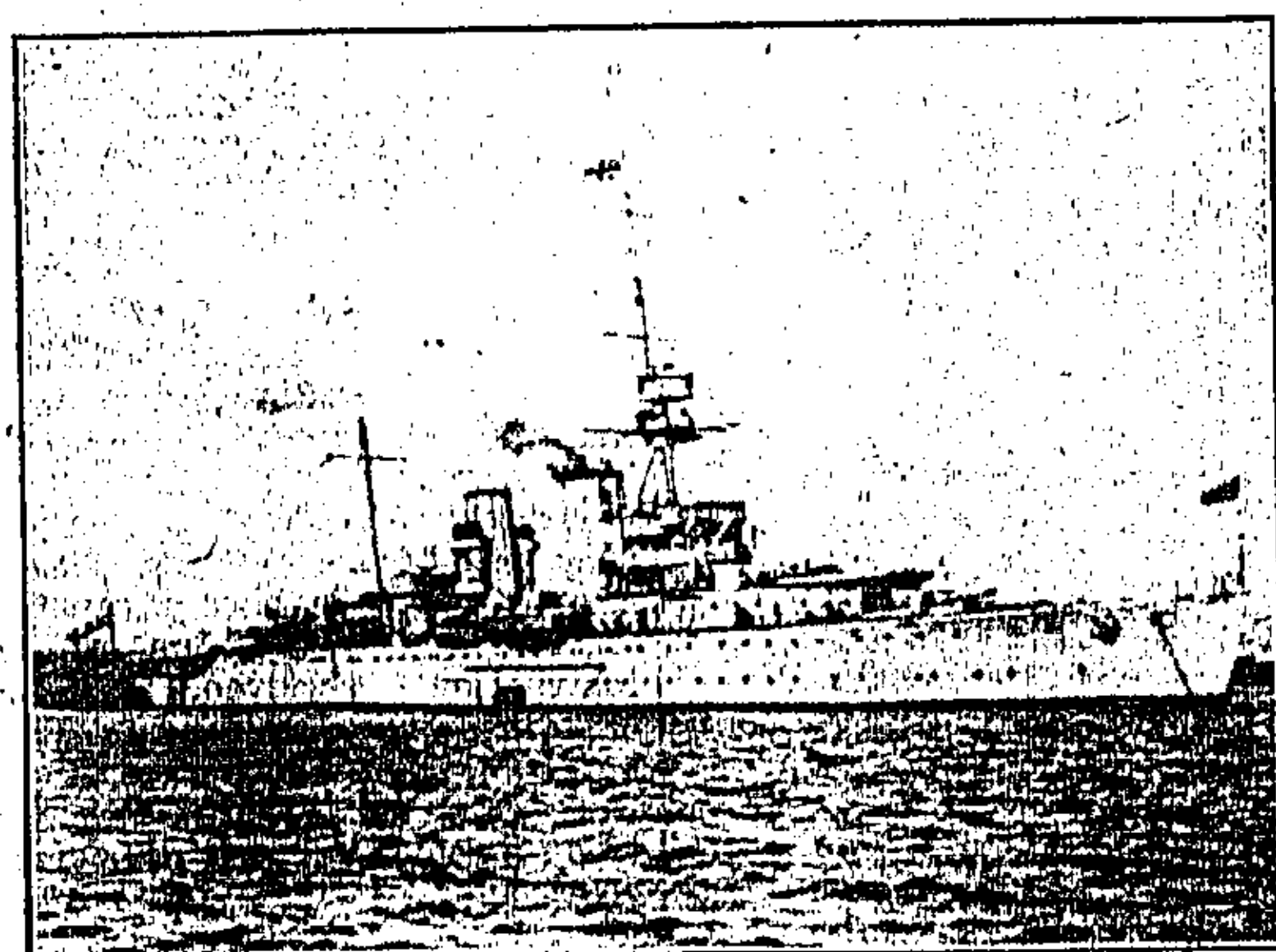
Members of the Committee of the International Race and Creation Club of Macao, taken at the opening of the new race course.



Group of jockeys, including several Hongkong riders, who participated in the opening races held recently at Macao.



Members of the Club de Recreio and of the Kowloon British School Former Pupils' Association who took part in inter-Club hockey matches at King's Park on Sunday last. The former pupils were successful in both the ladies' and men's matches. (Photo: Ming Yuen).



H.M.S. Frobisher, flagship of Rear-Admiral Boyle, which took part in the recent British naval expedition on pirate haunts in Bias Bay.



This season's Hongkong and Shanghai Bank's rugby team. (Photo: Ming Yuen).

A Reminder



With the approach of the warmer season your wardrobe will probably need replenishing. Our New Season's Suitings are an exceptionally fine range in the newest colours and designs including Tropical-Worsted, Alpaca, Gaberdine and Palm Beach Cloths. All garments are made under personal supervision and fully guaranteed for satisfactory service.

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An inspection of our store is cordially invited—New stocks just arrived.

PASS BOOKS will be issued on application.

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PICTORIAL VIEWS OF HONGKONG.

Postcards and View albums.

Postcards 10 cents each.

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Albums containing 40 views with description.....\$3.00 each.

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Studio, Ice House St.

Branch 7, Beaconsfield Arcade.

When buying Toilet requisites and articles for personal use, one wishes to be very sure that they are of the highest quality and of undoubted purity and freshness.

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guarantees these qualities to all who make their purchases there, and in addition a courteous and obliging service.

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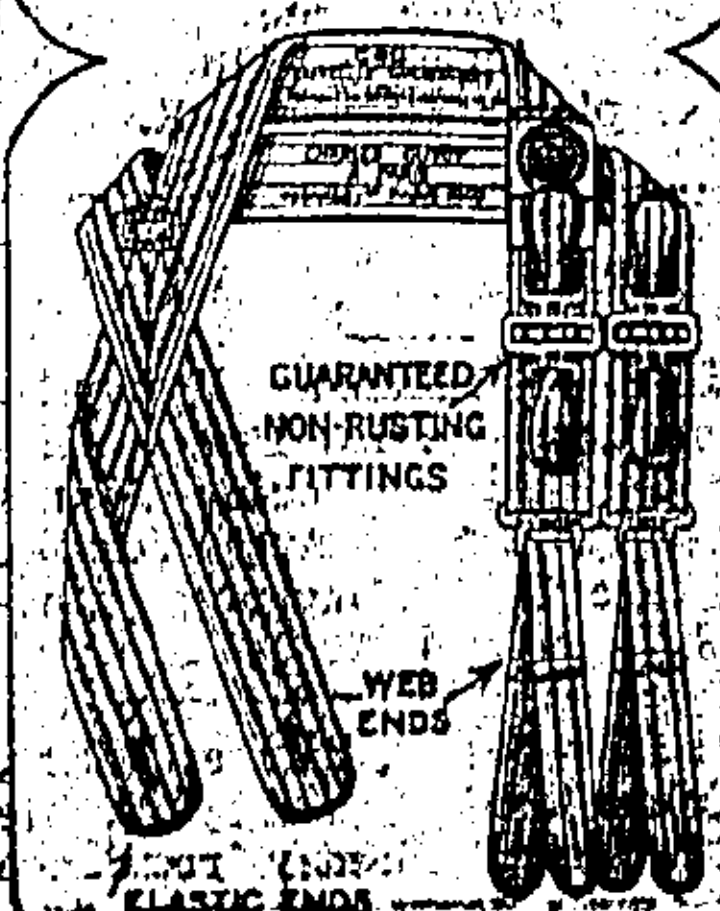
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"GUYOT"
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The best and Strongest brace made. Absolutely non-rusting fittings. Web style with elastic at back.

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Every afternoon except Sunday.
Annual Subscription H.K. \$36.00
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25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection:—
1392, 1342, 1397, 1441, 1444,
1456, 1462, 1453, 1512, 1516,
5, 26, 32, 38, 72, 80, 88,
101, 102, 161, 174, 168, 191,
194.

BOARD RESIDENCE.

FAMILY HOTEL—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130 monthly. Large commodious rooms, also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

PREMISES TO LET.

TO LET—55, Kennedy Road. Apply Young, Tel. C.906 and C.551.

TO LET—One European FLAT Wanchai Gap Road, Hongkong. Apply to 82, Kennedy Road.

TO LET—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET—3A, Wyndham Street, from 16th April. Suitable for offices. Apply Hau Kee, 1, Wing Lok Street, first floor.

TO LET—On Second floor of No. 80B, Nathan Road, Kowloon. A flat of four rooms. Apply Secretary, A. S. Watson & Co., Ltd.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET—Detached House with Garden, No. 7, Conduit Road. Two 3/4 roomed flats in No. 14, Conduit Road. Apply to H. M. H. Nemazee.

KOWLOON HOUSE near ferry, five roomed, furnished for one year or longer. Linen and cutlery included. Half may be sublet by principal tenant. Small Investors, Tel. C.4630.

TO LET—From 1st May, "10, Mountain View," Peak, two stories, five rooms, three bath rooms, servants' quarters recently repaired and renovated. Apply DEACONS, Prince's Building.

TO LET—With electric fittings. Large flat, hot and cold water, modern sanitation in best locality Kowloon. With furniture if desired. Apply Box No. 201, care of "Hongkong Telegraph."

TO LET—SHIPPING OFFICES in Connaught Road Central, Nos. 16, 18 & 19, Ground Floors; Nos. 16, 17 & 18, First Floor; No. 16, Second Floor. Please apply S. K. Trust Ltd., 29, Connaught Road, Central.

FANLING—TO BE LET, furnished a three roomed bungalow. Modern sanitation. Electric Light. Garage and Large Garden. One mile from Sheungshui Station. Immediate Possession. Apply to Messrs. Benjamin & Potts.

CHEUNG CHAU—To be let from 1st April, furnished bungalow, three bedrooms, large and well stocked garden, electric light. Ideal bijou residence near beaches and ferry. Particulars from Box No. 187, care of "Hongkong Telegraph."

TO LET—One very suitable and convenient office room on second floor of the South East corner section of Prince's Building. Immediate possession. For terms, etc., Apply to Secretary, Prince's Building and Land Co., Ltd. Telephone No. C.916.

NEW ADVERTISEMENTS.

NOTICE OF REMOVAL.

On and after the 4th April, 1927, the Offices of Messrs. Reiss, Massey & Co., Ltd. and The New Zealand Insurance Co., Ltd., will be at "EXCHANGE BUILDINGS" 14, Des Voeux Road, Central (4th Floor).

REISS, MASSEY & CO., LTD.
Hongkong, 2nd April, 1927.

NOTICE.

ALICE MEMORIAL & AFFILIATED HOSPITALS.

The Annual Meeting of the General Committee of the Hospitals will be held on Monday April 4th in the Chamber of Commerce Board Room at 12.30 p.m. The favour of the presence of all members is earnestly requested. Business:—
To receive the Annual Report and Financial Statement.
Appoint the Executive Committee for 1927.
Pass Estimates of Expenditure for 1927.
Any other business that may be presented.

H. R. WELLS,
Secretary.

ROYAL HONGKONG YACHT CLUB.

"TREVESA" TROPHY.

The seventh bi-annual race for ships' lifeboats will be sailed on Wednesday the 20th April next, starting at 4 p.m. Each ship may enter any number of boats.
Course:—Start from Channel Rocks, thence to Kowloon (S), (P), Mark of Yacht Club (S), Coast Rock Gas Buoy (P), finish at the Yacht Club across the line from West to East.
Competing boats should be in position at the starting line by 3.30 p.m.
Ships proposing to enter boats are requested to notify the Hon. Secretary, Royal Hongkong Yacht Club, not later than noon April 18th.

F. J. EASTERBROOK,
Hon. Secretary, R.H.K.Y.C.
Hongkong, April 1, 1927.

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE is hereby given that the undermentioned goods, at present in No. 50 godown of the above named Company at Kowloon, in the name of THE CANADA TRADING CO., will be disposed of unless taken delivery of on or before the 14th instant.

Lot 99872—10 Barrels Neutral Spirits, stored
1st April, 1920.

Hongkong, 2nd April, 1927.

CHINA COAST OFFICERS' GUILD.

MARINE ENGINEERS GUILD OF CHINA HONGKONG BRANCHES.

Members are requested to attend a Combined Meeting on Sunday, 3rd April, 1927 at 10.30 a.m. Full Muster essential.

M. J. STOKES,
Branch Secretary
C.C.O.G. & M.E.G.C.

LOST.

STRAYED from Mongkok, March 29, 2 Dogs, Terriers, black-white and brown-white, muzzled and collared. Licences 1183, 1184, Flinder please telephone K.90.

PREMISES TO LET.

TO LET—Furnished. Promptly. 6 room house on The Peak. Modern Sanitation. Double Tennis Court and Garden. Apply Box No. 201, care of "Hongkong Telegraph."

TO LET—No. 2, Blisney Villas, Pokfulam Road. A most desirable semi-detached country residence with tennis court and large garden. Excellent situation with commanding view. Immediate possession. For terms and further particulars. Apply to J. E. Joseph, 2nd floor, Prince's Building, Des Voeux Road, Tel. No. C.916.

NOTICE.

INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.

SESSION 1926-1927.

A Paper will be read

by

L. C. F. Bellamy, Esq., (Member)

(Member Institute of Transport)

on

URBAN & SUBURBAN TRANSPORT

(The Economics of Electrification)

on

Wednesday, April 6th, at 5.45 p.m.

Chairman,

JAMES ORMISTON, Esq.,

Immediate Past President.

Members & friends who may be interested are cordially invited to be present.

A LANDSBERT,
Hon. Secretary.

HONGKONG JOCKEY CLUB.

Draft programmes and Entry Forms for the Second Extra Race Meeting to be held on Saturday, the 16th and Monday, the 18th of April, 1927, (weather permitting) may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables. Entries will close at 4 p.m. on Wednesday the 6th of April, 1927.

ST. STEPHEN'S COLLEGE.

PROSPECT PLACE, BONHAM ROAD.

The Summer Term will begin on Tuesday, April 5th. On Monday, April 4th, an examination will be held for New Students at 9 a.m. For Prospectus, for boarders and day-boys, apply

ST. STEPHEN'S COLLEGE,
Prospect Place.

CHINA AUCTION ROOMS.

4, Duddell Street.
If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.
E. V. M. R. de SOUSA.

CHURCH NOTICES.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road. Service at 11.15 a.m. Subject: "Unreality." Wednesday: Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday; 10 a.m. to 12 noon. Monday and Thursday: 5 to 7 p.m. The Public is cordially invited to attend the Service and visit the Reading Room.

St. John's Cathedral, Hongkong, April 8th, 1927. 6th Sunday in Lent. Holy Communion, 8 a.m. Children's Service, 10 a.m. Matins, 1 a.m. Preacher: Rev. H. Copley Moyle. Subject: Hope. Holy Communion, 12 noon. Evensong, 6 p.m. Preacher Rev. W.T. Featherstone. Subject: The Education of Christ. A Social Gathering will be held in the Cathedral Hall after Evensong. Music and Light Refreshments. Service men specially welcome. Tuesday: 6. Church of England Men's Society. Thursday, 5.45 p.m. Choral Evening and Address by the Rev. H. S. Hewitt, R. N.

THE SIMPLEX PLASTER COMPANY LIMITED.

NOTICE is hereby given that the Third Annual General Meeting of the Company will be held at the Registered Office, 2nd floor, Powell's Building, Des Voeux Road C, Hongkong, on 31st March, 1927, at 3 o'clock in the afternoon, for the purpose of receiving the Report of the Directors, together with a statement of accounts for the year ended 31st December, 1926.

The Transfer books of the Company will be closed from 23rd March to 31st March, 1927, both days inclusive.

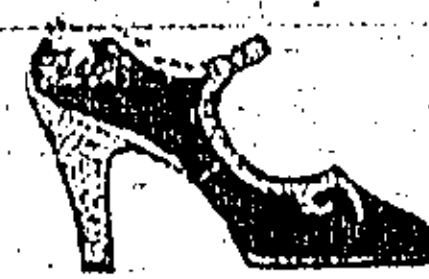
THE HONGKONG EXCAVATION, PILE DRIVING AND CONSTRUCTION CO., LTD.
General Managers.

Hongkong, 14th March, 1927.

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Ladies' Dancing and Walking Shoes.
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Opposite Yee Sang Fat Co.
Telephone Central 3237.

CONSIGNEE NOTICE.

OCEAN STEAM SHIP CO., LTD.
And
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer, HECTOR,
From UNITED KINGDOM and CONTINENTAL PORTS via STRAITS

are hereby notified that the cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 2nd April.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends. All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 8th April will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 22nd April or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

Hongkong April 2, 1927.

ROMAN ALTAR.

RECONSTRUCTING ARA PACIS WONDERS.

Rome.—Archaeologists of all nations will be interested in the reconstructions plans of the Ara Pacis, the votive altar erected by the Senate in honour of the successful campaigns of Augustus in 13 B.C.

The first step must be the re-assumption of the excavations on the site of the altar, under the modern Fimo Palace. Twenty years ago several important sections were discovered, but as they are lying in the foundation walls of the palace great technical skill will be required to remove them.

The only way this can be done is to dig a tunnel underneath, reinforce the foundations, and remove the fragments.

These fragments form part of the same ornamental wall, part of which was excavated in 1664, when the foundations of the palace were being dug.

Many portions already found are in various European museums, and it is hardly likely that the authorities will hand them over until the reconstruction becomes a certainty.

Of the votive altar itself no trace has ever been found. Certain measurements of the monument have been surmised, and it is now believed that there were two entrances to this sacred enclosure, and around the four sides were decorative walls.

On the sides are the "Processional" decorations, representing the triumphs of Augustus. From north to south was this heavy sculptured relief work, and near the doors were allegorical scenes of the foundation of Rome.

It is from coins found in recent excavations on another site, dating to Nero and Domitian, that the main details of what the Ara Pacis really looked have been learned.

From another coin, also of Nero's reign, it has been discovered that there were pedestals. Yet no fragment of any kind has been found of this section.

Before the work of reconstruction can be begun it will mean searching in ancient manuscripts and examining coins, so that a true model can be first built. This, of course, is only possible after the site itself has been measured and excavated.

BUSINESS NEEDS.

NECESSITY TO LEARN CHINESE.

A SHANGHAI SPEECH.

In the course of his speech as Chairman of the British Chamber of Commerce in Shanghai last week, Brigadier General E. B. Macnaghten said:—During the past year your Committee has become the local centre of the Commercial Education Department of the London Chamber of Commerce and is responsible for the examination of boys desirous of sitting for the Commercial Education certificates issued by the London Chamber. Though this is in itself not a matter of first importance the establishment of the centre has given to these boys in Shanghai whose education must perforce be completed here, an opportunity of competing with boys educated at home in subjects which should fit them for a commercial career.

Local Conditions.

It has recently become apparent, however that many of the optional subjects set by the London Chamber bear directly on conditions at home and ignore local conditions, a knowledge of which is so essential to youths who intend embarking on a local commercial career. Your Committee, therefore, has drawn up a tentative programme for the future conduct of examinations, which while insisting upon candidates taking the London Chamber's obligatory subjects, will substitute for optional subjects others having a direct bearing on local business procedure. I feel convinced that this is a step in the right direction and that the Chamber has acted wisely in taking local conditions into consideration.

The examination held in June of last year was decidedly popular and the success attained by the candidates reflects great credit upon the Headmaster and staff of the Public School for Boys who were responsible for their tuition.

Language School.

The noticeable falling off in the number of students in the Language School to which my predecessor called attention at the last annual general meeting, has, I am sorry to say, continued. There are several reasons which account for this, amongst them the present troublous times through which we are passing and the consequent heavy demands made by the Volunteer Services upon the time of the Junior members of your staffs, and secondly the decreased number of Juniors now coming from home. Your Committee nevertheless, cannot emphasize too strongly the necessity of a knowledge of the language by the juniors of to-day.

The time does not seem far off when the business man in China to be successful must be conversant with the language of the people among whom he dwells, and that with the increasing national spirit of the Chinese merchant, the Chinese language will doubtless be used more in business and commercial documents in the future than is the case at present, or has been the case in the past. Your Committee has done all in its power to bring this matter to the attention of members during the past year; the School curriculum has been revised, the necessity of knowing the written language has been emphasized and a final alternative colloquial course has been adopted.

An Appeal.

I appeal to you to give the Chamber's Language School, which has been of great help to juniors in the past, your support for it is deserving of it. The falling off in the number of students, however, has been so grave, that the credit balance which for years has been carried forward, has been exhausted, and a debit balance incurred. Though the amount actually is small, from the Chamber's point of view, it is large, and your Committee has come to the conclusion that if the school is to continue, it will be necessary to increase the fees. The present fees are £15. 10 per month, from May 1 of this year they will be increased to £15. 15, a sum which is hardly commensurate with the value of the instruction received. Should, however, students attend in larger numbers, your Committee, I feel sure, would be prepared to recommend a reduction as it did several years ago.

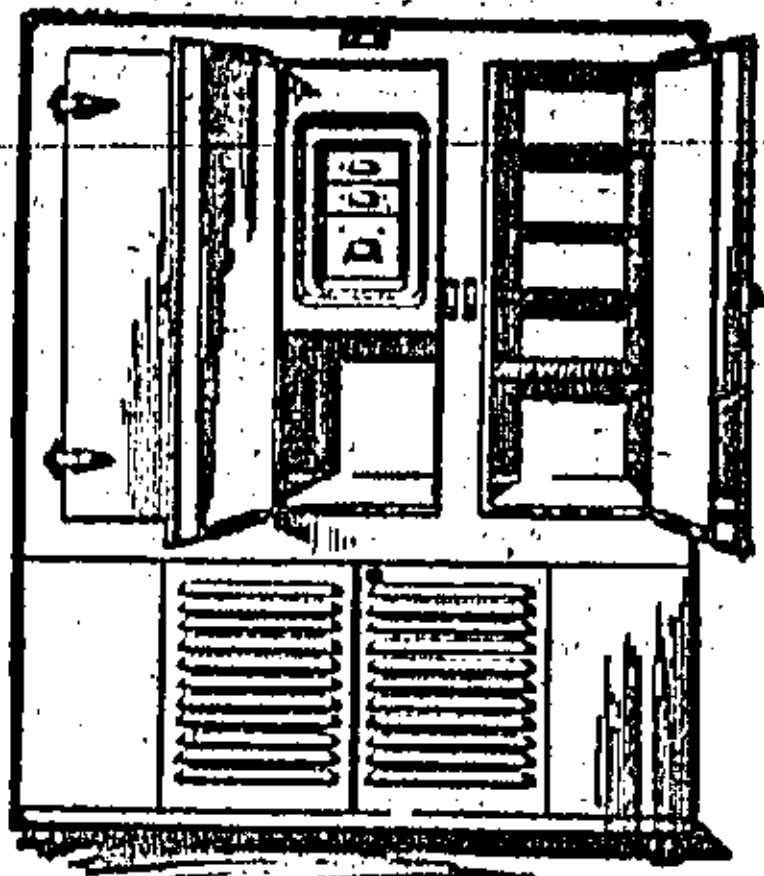
An open verdict was returned at Bedford on Sydney Jones, whose body was discovered in the Ouse, near a popular Sunday parade.

Applications from retired Army captains and lieutenants to fill the vacant post of "Captain of Invalids" were recently invited by Chelsea Hospital.

The Magic of
SPRINGTIME
is revealed in the
Display of Dainty Voile
— and —
Silk Dresses.
Attractive Sunshades, and becoming Millinery now shown by
Wm. POWELL Ltd.
Also a small collection of up-to-date.
White Foot Wear.

Frigidaire

IS THE MODERN METHOD OF REFRIGERATION
FOR ALL FOOD. YOU NEED NO ICE WITH
FRIGIDAIRE.
IT IS ELECTRICAL REFRIGERATION.



Call and inspect the demonstration set at
the Showrooms of
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Sole Agents—Hongkong and South China

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BRITAIN'S FAMOUS SPA

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in the delightful environment of this
famous health resort will increase the
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For your floor—furniture—and
every domestic article requiring
a stained and varnished finish

"Wilheycla" Oil Varnish Stains

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Oaks—Walnut
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Can be applied by anyone
Always reliable, never sticky.
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(Incorporated under the Companies Ordinance of Hongkong.)

51, Queen's Road C.

Telephone 75 Central.

MAN AND HIS CLOTHES.

WHERE THE DOG SCORES.

"Clothes" formed the subject of an address delivered at the Gresham College by Professor Leonard Hill. The natural garment of the body, he said, was the skin and the hair. The hair did not help men much, but in the case of the lower animals it was an exceedingly light and efficient garment. Thus the dog carried only two or three ounces of hair, while man carried many pounds of artificial garments.

In certain parts of South America, as Darwin had observed, no clothes were worn, and the skin was the only protection, except that a wild beast's skin was worn on the windy side of the body. Yet the climate was as inclement as ours. The natives covered themselves with fish oil to keep the rain away, and Darwin had described witnessing a mother with her baby paddling in the wintry sea.

The natives had found it necessary to keep down the excess population by infanticide. Men could live under these extraordinary rigorous conditions, but it was essential that the skin should not be soaked in water, as it thereby lost the power of keeping in heat.

Hot blooded animals like whales prevented loss of heat by means of skin and blubber, and any Channel swimmer needed to be thoroughly well lined with fat. Young people could train themselves to great exposure, and many American boys spent hours in the sea. Grease was used as a protection by all Channel swimmers, and when the troops during the war were exposed to water and mud, they suffered because the skin was moistened and the insulating power soaked out of it.

Objection to Soap.

Sir Almoth Wright had been accused of objection to washing, but what he had really objected to was washing with soap, which took out the natural grease. Grease kept away microbes, and if it was continually washed away it needed to be replaced. If the conductivity of stationary air to heat was one, that of the skin was twelve and of stationary water 40.

Man probably originated in tropical regions, but had soon found the comfort of clothes, using cotton, wool, camel hair, and so forth. There was evidence that he clothed himself 5,000 years ago.

The heat-retaining power of clothes did not depend on the fibres themselves, but on their power of entangling the air. It was essential that the captive air should be kept stationary. A cold piercing stream of air defeated the object of clothes by removing the stationary coating of warm air, and birds and other animals always faced the wind so as to avoid their fur or feathers being ruffled and the warm, captive air escaping.

In the case of fur only two per cent. was solid matter, the rest was captive air. In the case of the ordinary overcoat 75 per cent. was air and the rest solid matter, while leather contained about 40 per cent. of air. Smooth linings to clothing reduced the permeability of the fabric. Naturally clothes had to be considered from the standpoints of their wearing, of their resistance to washing, and of fashion. A colossal amount of money was spent for pure vanity without any consideration of keeping the body warm.

Why Wool Is Warmer.

Wool, being very elastic, did not cling to the body like cotton or linen, and consequently by entangling the air was warmer. Further, dry woolsens on taking up moisture actually became warmer. Thus in absorbing perspiration from the body they took up heat. This could be demonstrated by coating a thermometer bulb with wool and moistening it. The thermometer showed a rise of temperature.

Enormous quantities of moisture could be absorbed. Thus a soldier's tunic, on being exposed to mist for four hours, gained 3½ ounces by means of the water incorporated.

Clothes also, if clean, ward off the attacks of insects. They protected from over-exposure to the sun, but—if white—they robbed us of the rays which we ought to get.

The effect of different colours could be shown by exposing strips of black, red, green, and white fabrics to the sun's rays while lying on snow. The black, which absorbed the sun's rays quickly, sank into the snow, the red rather less quickly, while the green and white (which reflected the sun's rays) hardly sank in at all. As regarded radiation at body temperature this was no more marked in the case of black than in that of white coverings.

PEER'S RUNAWAY MARRIAGE.

A ROMANTIC STORY.

A romantic story is associated with Upton House estate, near Banbury, which, with 800 acres, was recently sold by Messrs. John D. Wood and Company.

A part of the house goes back to the 15th century, but the house itself was built at the end of the 17th century. In 1750 it belonged to Francis Child, the banker.

The story—of a runaway match—relates to the daughter of Robert Child. She was a great heiress, and among her suitors was John, 10th Earl of Westmorland.

Fearing that the rich banker would never consent to his daughter's marriage to a poor peer, the Earl one day asked him, "What would you do if you fell in love with a girl whose father would not consent to her marriage?"

"Why," said the banker, "run away with her, to be sure."

Lucky Shot.

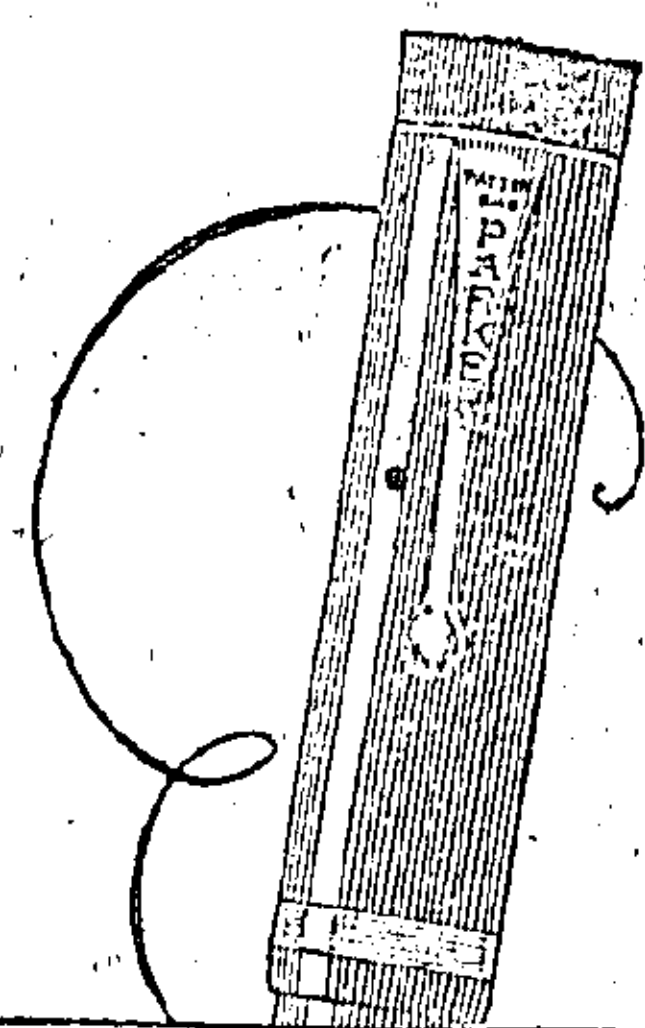
The young nobleman was not slow to adopt the suggestion. A maid's help was obtained; she dragged the duenna, who slept in an outer apartment to that of the young heiress, and Miss Child escaped from the house in Berkeley-square at night and fled with her lover in a post-chaise and four.

The banker started in pursuit, and gained on the runaways. When pursuer and pursued were flying through Cumberland and the young lovers had almost been overtaken, Lord Westmorland stood up in his post-chaise and, with unerring hand, shot the leading horse in the banker's vehicle, which thereupon overturned.

The eloping pair reached Gretna Green, where they were married by the village blacksmith.

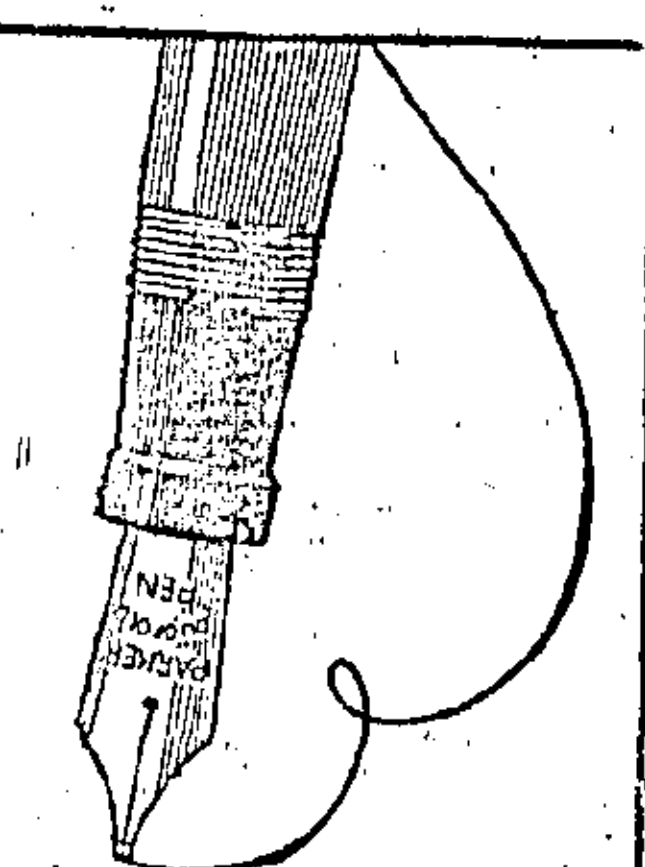
The banker never forgave them, and his immense fortune was left to the first child, Lady Fane, who married George Villiers, Earl of Jersey.

At the battle of Edge Hill, the centre of the Royal line was in the rear of Upton House, at a distance of about 1½ miles.



The Non-Stop
Writer
with the
25-Year Point

—a point guaranteed, if
not misused, for 25 years
and good for fifty



PARKER Duofold is the pen you can lend without fear, for its point yields to any style of writing, yet retains its original shape.

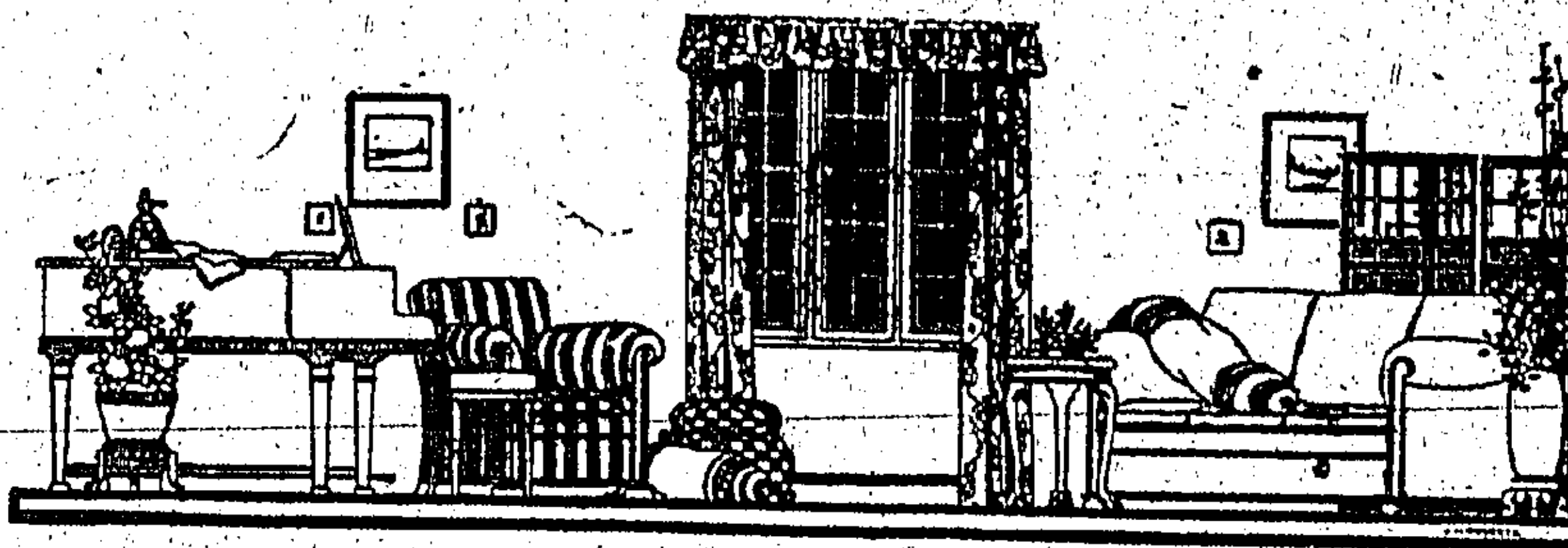
Only the Parker has the Duofold Point—a point that gives you both life-long endurance and highest writing excellence. The skill to combine these two in a single point has made Parker Duofold the largest selling pen in the world regardless of price. Sold by Stationers, Book-sellers, Jewellers and Departmental Stores where pens are stocked.

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WITH LUCKY DUOFOLD PEN & 25 YEAR POINT
Guaranteed to write
Duofold for 25 years. Parker Duofold Pen.
Interchangeable nibs. With ring for fastening.



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A DON whisky and soda will give you that "pick me up" effect so necessary in this climate. Its purity and uniform excellence is due to years of ageing.

DON is back again for the first time since the war. Refresh your memory with a DON and soda to-day!

At your Club or Store.

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For Baby when Teething



Allenburys' RUSKS

Lightly malted, delightfully crisp and wholesome, the "Allenburys" Rusks are designed to help baby when teething. Children nibble them instinctively, so that the cutting of the milk-teeth is aided and the troublesome and painful process shortened. Moreover, the Rusks soften in the little one's mouth, and, being safely and easily swallowed, provide a variation in diet which is needed at this period. They give baby the gratification which comes from the first experience of swallowing solid food.

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BROKEN VOWS.

MAN WHO MARRIED ANOTHER WOMAN.

Mr. Justice Talbot, in the King's Bench Division, London, recently, awarded £60 damages for breach of contract of marriage to Miss Amelia Emily Dorothy Finn, shorthand typist, Stockwell. The defendant was Mr. Charles Edward Mann, a saxophonist, of the Palais de Danse, York.

Mr. Mann, for the plaintiff, stated that although the defendant in his pleadings denied the promise and added that, if it was made, it was rescinded by mutual consent, he had not seen fit to attend the Court. Therefore, all the jury had to do was to assess damages.

Miss Finn was 25, the defendant being about the same age. They became engaged in 1923, and matters went quite happily for some time, the defendant's business taking him about the country.

When the engagement was broken off in 1925 the defendant was leader of an orchestra at Whitley Bay. In September of that year plaintiff went to Whitley Bay for her holidays and discussed an early marriage with the defendant. It was arranged that as soon as the season was ended the defendant would return to London and they would get married.

When plaintiff came back to London the defendant wrote loving letters, and then, like a bolt from the blue, at the end of the month, she found out that he was going to marry another woman.

Earning £12 a Week.

On October 5 he did, in fact, marry that other woman, and the excuse he gave plaintiff was that the other woman was expecting a child, of which he was the father.

On September 24 the plaintiff had no suspicion that defendant intended to marry someone else. One of the letters she received from the defendant ran:—"My own darling, I received your beautiful letter containing the money. Just think, instead of waiting for the postman, we shall be waiting on each other."

It was from the defendant's parents that plaintiff knew he was to be married to another girl. Plaintiff went to Whitley Bay and saw him but it was then too late.

In her evidence plaintiff stated she had known the defendant six years. They became engaged when they were under age. Plaintiff further stated that the defendant had no difficulty in getting an engagement. He earned on an average £9 a week and at the time he was married he was getting £12 a week.

THE PIANO NEXT DOOR.

SIR LANDON RONALD'S FLIGHT.

Sir Landon Ronald, the famous conductor, was so disturbed by the playing of a piano in the flat next door to him in Warwick Avenue, Paddington, W., that he gave evidence in a lawsuit in the King's Bench Division recently.

Mrs. Violet Parkman, seeking possession of the flat, a declaration that certain piano-playing in it was a nuisance, an injunction to restrain the playing, and damages. Her complaint was that Mrs. Kirkman, in breach of covenant which she signed upon entering the flat, had permitted excessive piano-playing in it.

Counsel said it was discovered in June 1925 that Mrs. Kirkman had allowed an Indian, named Mehta, who was proposing to become a professional pianist, to use the piano, and he practised practically all day.

"Jazz or Beethoven?" asked Mr. Justice Sankey.

"More Beethoven than Jazz," replied counsel, "but it was persistent. There were five-finger exercises and things called arpeggios."

"I know them," said the Judge, amid laughter.

Saturday Concession.

Before very long Sir Landon Ronald had an interview with Mr. Mehta, and upon learning that he intended to become a professional pianist, Sir Landon offered to pay for a room for him to practise elsewhere.

After a friendly talk, Mr. Mehta promised as a concession that he would not play on Saturday morning, but later said he would not be able to continue the concession.

Eventually a writ was issued, and an interim injunction was granted limiting the piano playing to three hours a day—1½ hours in the morning and 1½ in the afternoon, but Mr. Mehta spread the 1½ hours over the whole morning, splitting it up into 20 minutes, with an interval, and then another 20 minutes or quarter of an hour, so that Sir Landon Ronald constantly found that he was waiting for the playing to begin again.

JUTLAND MYSTERY.

ADMIRAL TELLS HIS STORY OF THE BATTLE.

Mr. Churchill's account of the Jutland battle in his new volume of "The World Crisis" has induced Admiral Sir Hugh Evan-Thomas to break the silence he has steadfastly maintained for 11 years, and in so doing to illuminate one of the most mysterious episodes of the battle.

Writing in the Times the Admiral says:—

The signal for "Steam for full speed" had been made, and all the battle cruisers were drawing their coal fires forward and making a tremendous smoke, which made it impossible to distinguish flag signals from Fifth Battle Squadron stationed five miles off, except possibly on very rare occasions.

Had signals been made by searchlight, as they had been on other occasions on the same day, they would have been seen immediately.

So far as the Rear-Admiral Commanding Fifth Battle Squadron was concerned, he knew that two enemy light cruisers had been reported and that the battle-cruisers were turning, but to what course it was impossible to see and they rushed off into space without his having received any signal from the Vice-Admiral in command, neither searchlight nor wireless having been used by Lion.

Lost Minutes that Mattered.

The only way I could account for no signal having been received by me was that the Vice-Admiral was going to signal another course to Fifth Battle Squadron—possibly to get the enemy light cruisers between us. Anyway, if he wished us to turn, the searchlight would have done it in a moment.

It was not until Tiger asked Lion by wireless whether the signal to turn was to be made to Barham that the Vice-Admiral seemed to realise the situation. But these lost minutes turned out afterwards to be a most serious matter.

After all (concludes the Admiral), isn't it one of the fundamental principles of naval tactics that an admiral makes sure that his orders are understood by distant parts of his Fleet before rushing into space, covered by a smoke screen? Also, if, as I believe, he knew that German heavy ships were at sea, should he not have seen that his most important ships were close at hand?

[Note.—Barham was the Flagship of Admiral Evan-Thomas, who commanded the Fifth Battle Squadron. The Vice-Admiral referred to is Beatty.]

Best Fighters Out of It.

Both in the official "Jutland Narrative" and again in Mr. Churchill's book, Evan-Thomas is blamed by implication for failing to bring prompt support to Beatty. Admiral Evan-Thomas's letter throws a new light on the matter.

On the day of Jutland, Evan-Thomas was in command of the Fifth Battle Squadron, which Jellicoe had placed under Beatty's orders, so that in the event of his meeting the German battle cruisers he would be able to bring a crushing weight to bear—ten ships against five.

The Fifth Battle Squadron was at that time the most powerful squadron in the world. Each of its great ships steamed at 25 knots and mounted eight 15 in. guns, the heaviest then afloat.

When the enemy was sighted this squadron was five miles eastern of the battle cruisers. Why the two squadrons were not steaming in company has never been explained.

Beatty (says a Daily News correspondent) was now in a position to confront the Germans with a superiority of two to one. Instead, he dashed into the fight with his battle cruisers alone, not only without waiting for Evan-Thomas, but, according to the latter, omitting to communicate with him by searchlight or wireless, these being the only form of signals that could be read in the dense smoke.

As a result, the Fifth Battle Squadron at the most critical phase of the action was too far distant to play a decisive part. Had its 32 great guns been firing at close quarters the German battle cruisers would almost inevitably have been shattered and sunk.

Sir Landon Ronald, in the witness-box, said when he first heard the piano it appeared to be going on practically the whole of the day with a few short intervals.

"He generally started with scales and arpeggios in the morning, and then Chopin, Beethoven, &c. in the afternoon," he added.

Not only had the piano playing interfered with his composition work, but with his writing and editorial work, of which he had a lot to do.

It was later announced that the parties had come to certain terms, which would be endorsed upon the briefs, and all that they had to ask was that there should be a judge's order if necessary.

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THEATRE CLUB.

NEW PLAYS TO BE TRIED OUT.

A new kind of club which will include its own up-to-date theatre capable of staging plays to an audience of 350 people, will shortly be opened in Great Newport Street, Leicester-square, in the heart of London's theatreland.

It will be called the Arts Theatre Club, and its foundation membership list of 1,500 names is already complete. These members, however, are almost all people intimately acquainted with the theatre from the stage side of the curtain.

It is intended to open the club

to between 5,000 and 6,000 playgoers, who will be invited to take up associate-membership with the privilege of seeing new plays all the year round at 5s. 6d. and 5s. 9d. a performance.

A theatre of very beautiful though extremely simple design is now being quickly completed. Its auditorium will consist of stalls, circle and boxes, and seating arrangements which will allow the playgoer to stretch his legs. The seats are being arranged in rows a yard apart.

Club Luxuries. All its scenery will be handled from the side of the stage, and the stage itself is extended into the auditorium so that costume scenes may be acted in front of the curtain.

"This is of peculiar psychological importance," said the secretary to a Daily Chronicle representative yesterday. "Nothing so much destroys the flow and continuity of a play as two people smilingly shaking hands after an act—especially if one has just murdered the other."

The remainder of the building will be just like any other West-end club—dining and grill-rooms, lounges, library, writing rooms, an exhibition room—and will be reserved principally for the full members, who include Dame Madge Kendal, Sir J. Martin Harvey, Sir Barry Jackson, Lady Wyndham, Miss Sybil Thorndike, Mr. Arnold Bennett, Sir Gerald Maurier, Miss Gladys Cooper, Mr. Basil Dean.

RECORDS!

- 4465 {Susie Was a Real Wild Child.
{Unfinished Symphony.
- 4474 {No Foolin'.
{Goodnight.
- 4480 {Always.
{Wandering on.
- 4485 {Bye Bye Blackbird.
{When the Red Red Robin.
- 4503 {Hello Aloha!
{Somebody's Darling.
- 4516 {Who.
{Sunny.
- 4547 {Babying You.
{Ev'ry Little Maid.
- 4553 {Mo Too!
{The More We are Together.
- 4544 {In a Little Garden.
{Immortelle Waltz. Sax. Solo
- 4521 {Chinese Moon.
{My Carmonita.

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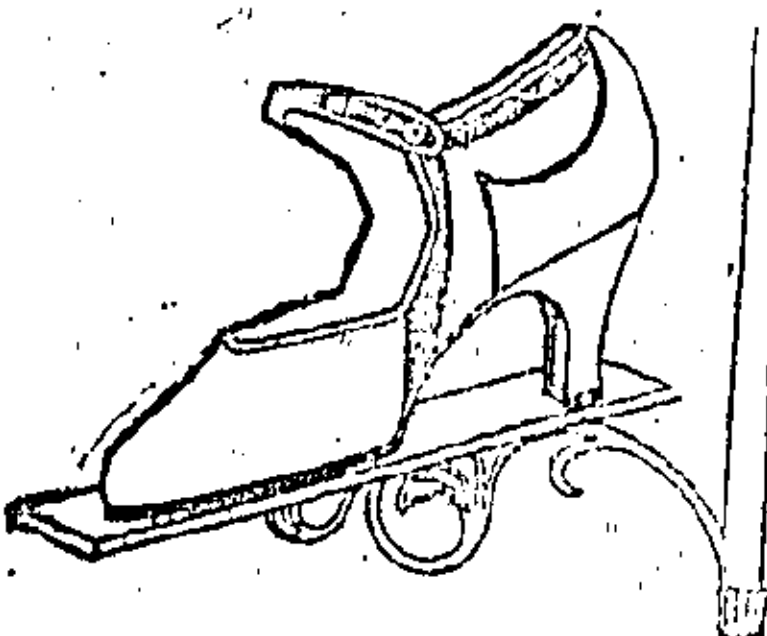
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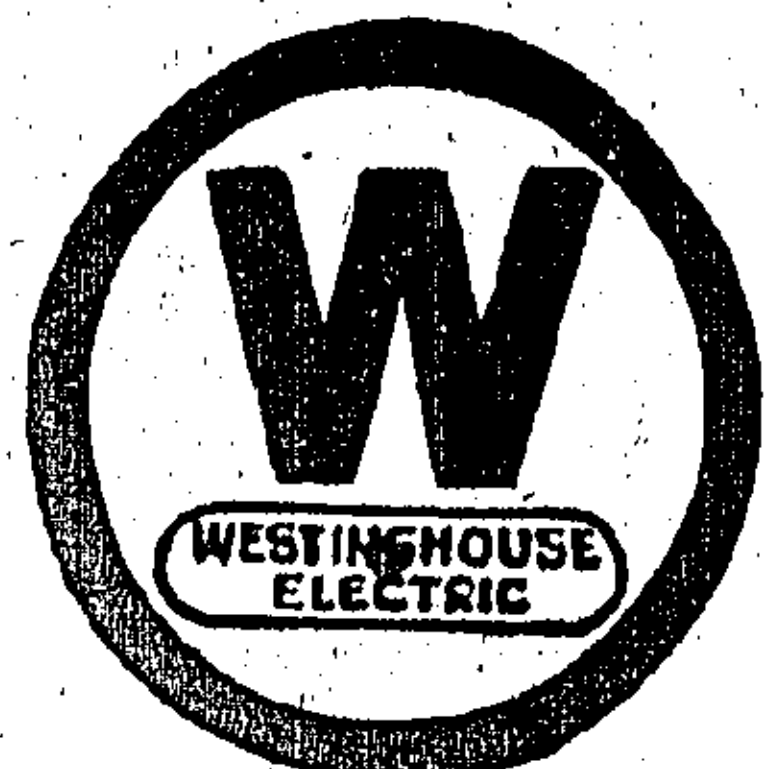
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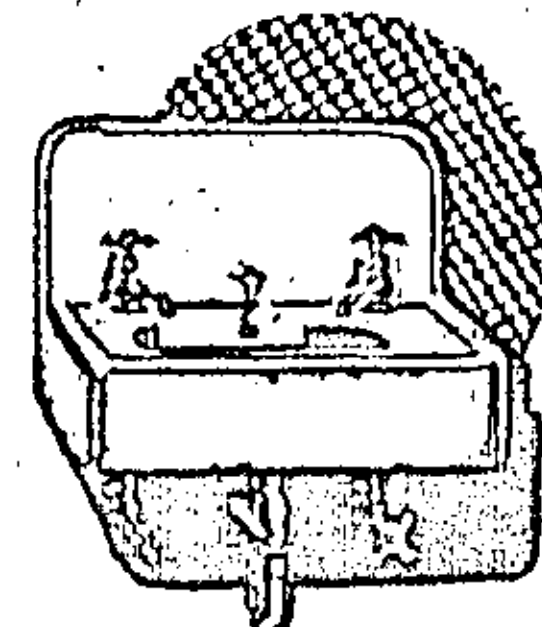
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HONGKONG A. A.

PRESENTATION TO LATE
HON. SECRETARY.

A presentation to Mr. P. M. Hodgson in recognition of his valuable services to the Association during the five years in which he fulfilled the duties of hon. Secretary, was made last night at the annual general meeting of the Hongkong Automobile Association.

The presentation took the form of a silver salver and silver cigarette box, suitably inscribed. The Hon. Mr. D.G.M. Bernard (president) occupied the chair, and there were also present: Mr. Ho Leung (vice-president), Professor C. A. Middleton Smith, Mr. C. P. Marcel, Mr. G. H. Wilson, Mr. W. J. E. Mackenzie, Mr. A. Stevenson (committee) and many members.

The Secretary (the Rev. G.E.S. Upsell, M.A., H.C.F.) read the notice convening the meeting.

Chairman's Speech.

The Hon. Mr. D.G.M. Bernard, proposing the adoption of the report and accounts, said:

This meeting was originally called for Monday last but as the annual meeting of the Hongkong Club was to be held the same afternoon your Committee considered it advisable to postpone this meeting until to-day.

During the past year His Excellency the Governor honoured the Association by very kindly consenting to become a patron. This has been a great encouragement to us and an indication that he considers that the Association fills an important function in the Colony in caring for the interests of motorists and other users of the road as well.

Change of Secretaryship.

Last Spring Mr. Hodgson, who had been our Honorary Secretary for five years, felt that the work was more than he could do any longer and he accordingly resigned. His resignation was received by the Committee with very much regret as he had taken the deepest interest in the work of the Association and during his term as Hon. Secretary the Association had made a great deal of progress in interesting owners and for the benefit of motorists generally.

We were fortunate to obtain the services of Rev. Mr. G. E. S. Upsell to succeed Mr. Hodgson. He has not spared himself in work for the Association and so long as we can get people like Mr. Hodgson and Mr. Upsell as our Honorary Secretary we can rest assured that the good work of the Association on behalf of motorists will continue. (Applause).

The Patrols.

Hongkong A. A. patrols have been stationed at the Star Ferry, Kowloon and at the City Hall to look after members' cars. Until this was done complaints were being received of petty thefts. This has now ceased and I conclude therefore that the patrols are justifying their existence and are useful to Members.

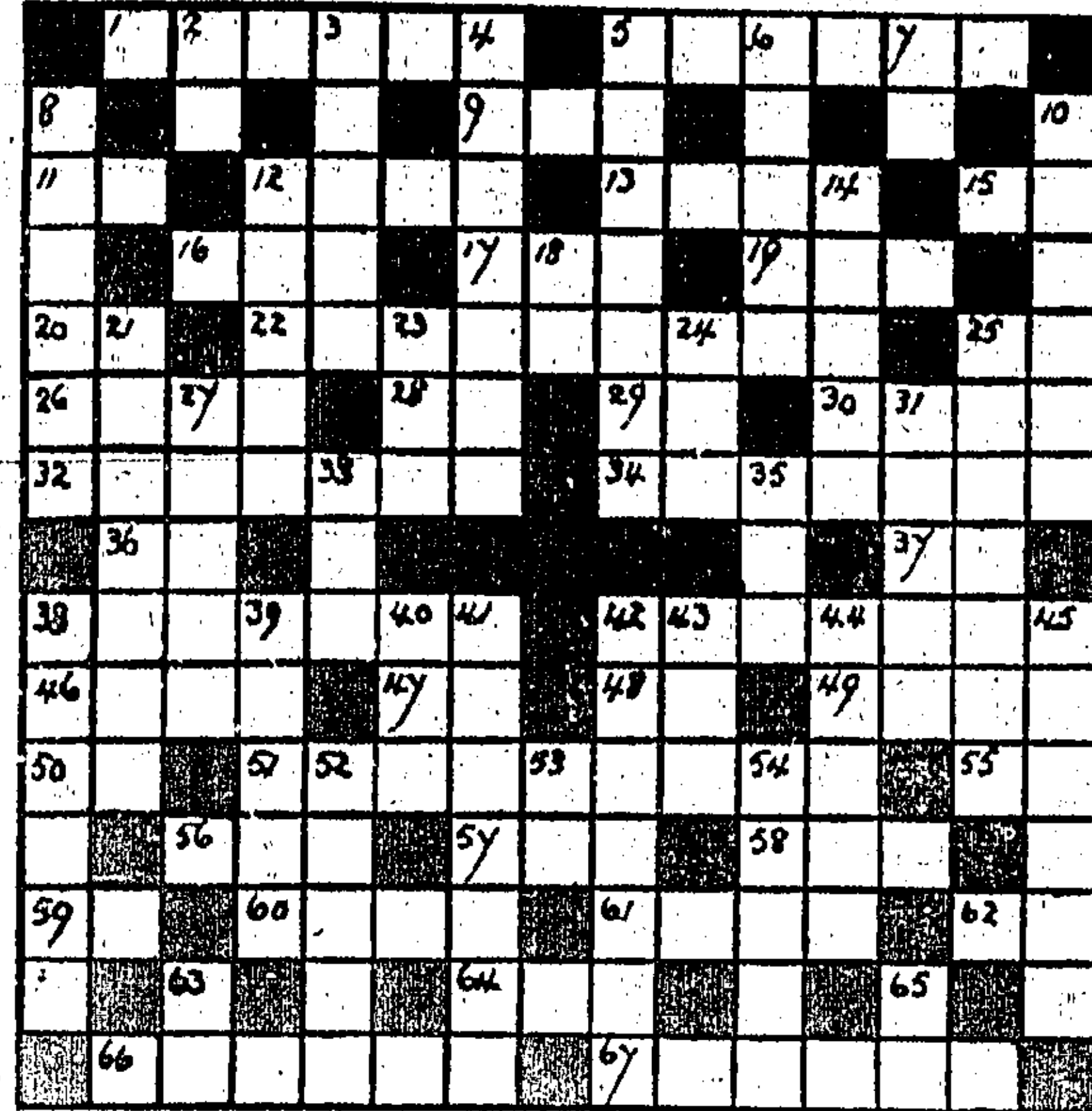
A drivers' registration bureau has been established and members who require drivers are urged to apply to Mr. Upsell. Great care is taken to enquire into each driver's record and members can be certain of being supplied with good drivers at reasonable wages, and only such as have satisfactory records.

By arrangement with the Police, the stand on the upper part of Pedder Street has been reserved for private cars only. People who intend to park their cars for the whole day are requested to leave them at the City Hall so as to avoid congestion at Pedder Street as much as possible.

"Auto-car" Subscription.

The subscription to the "Asiatic Motor" (published in Shanghai) which has been supplied to members has expired and arrangements have been made with the publishers of the "Auto-car" by which members may obtain the (Continued on Page 10.)

OUR CROSSWORD PUZZLE.



Across.

- 1 Powerful.
- 5 Furnished with ribs.
- 9 Unit.
- 11 Able-bodied seaman.
- 12 Concise.
- 13 Tribe.
- 15 Unit of power for cars.
- 16 Quad.
- 17 Thrice (prefix).
- 19 False hair.
- 20 Racing term.
- 22 Seating again.
- 25 Single.
- 26 Range of mountains.
- 28 Correlative of either.
- 29 Late monarch.
- 30 Other.
- 32 Clergymen.
- 34 Term of endearment.
- 36 Dapart.
- 38 Irish town.
- 42 Plant with a pungent seed.
- 46 Girl's name.
- 47 Bovine animal.
- 48 Like.
- 49 High voice.
- 50 Aged (abb.).
- 51 Pirate.
- 55 Thus.
- 56 Number.
- 57 Consume.
- 58 Unite.
- 59 Shows negation.
- 60 Prevaricator.
- 61 Simple.
- 62 Personal pronoun.
- 64 Friend.
- 66 Turn back.
- 67 Less cheerful.

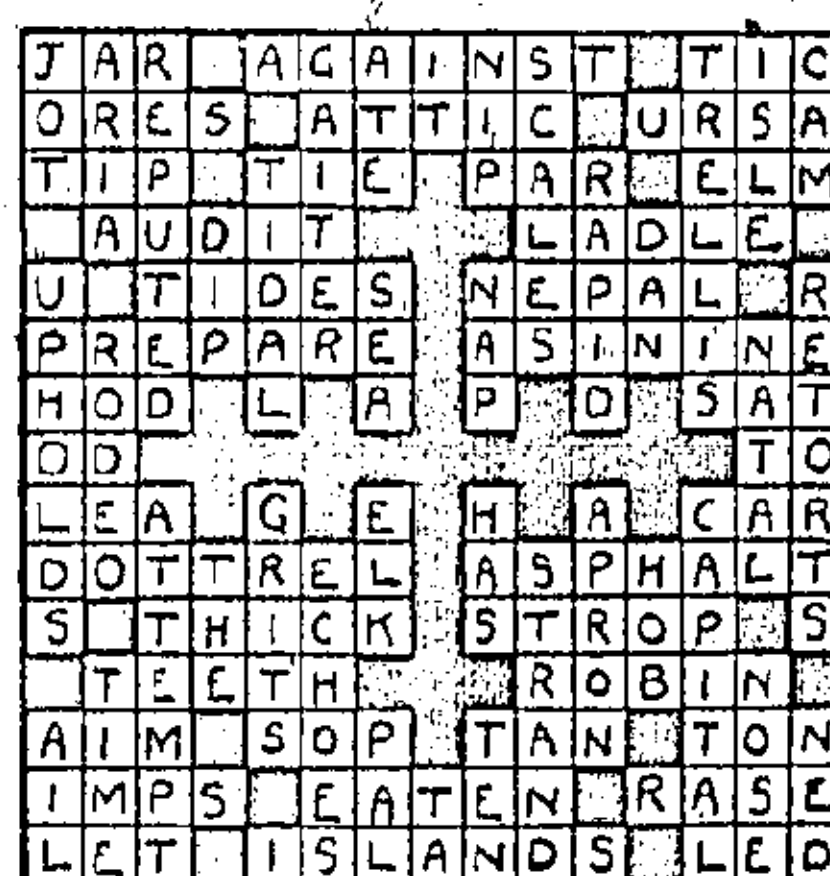
Down.

- 2 Not off.
- 3 Evade.
- 4 Rags.
- 5 Repeated aloud.
- 6 Muscle.

7 For example (abb.).

- 8 Kind of sauce.
- 10 Musical instrument.
- 12 Locks.
- 14 African river.
- 18 Branch of the army.
- 21 Tract of treeless land.
- 23 Male child.
- 24 Anger.
- 25 Separates into classes.
- 27 Canadian settlement.
- 31 Pertaining to the law.
- 32 Famous bishop.
- 35 Animal.
- 38 Sewers.
- 39 Girl's name.
- 40 Bird in Eastern fables.
- 41 Extract from book.
- 42 Shelves above fire places.
- 43 Utilize.
- 44 Slow.
- 45 Pated.
- 46 Join together.
- 52 Motorists' association.
- 53 Comforted.
- 54 Happen.
- 55 Point of the compass.

Yesterday's Puzzle.

ENTERTAINING THE
TROOPS.

AN APPEAL FOR ARTISTES.

With the intimation that it has not been possible to reach everyone who might be willing to assist in the efforts of the Y.M.C.A. to lighten the lot of the troops, we have been asked by the Naval and Military Y.M.C.A. to publish the following letter, signed by Mr. R. Sutherland, Chairman of the Entertainment Sub-Committee, which has been circulated:

You will have seen from the Press of the 28th inst. an outline of the work which a special Committee of the Y.M.C.A. propose to carry out in connexion with the entertainment of Service men. It is necessary for me to remind you that we have, and shall have, for a considerable time, thousands of men here who, in completely strange surroundings must be kept entertained and amused during their leisure hours. With this idea the Y.M.C.A. have formed a representative Committee drawn from the Services and Hongkong residents.

There are several Depots of the Y.M.C.A. to cater for the general outline of the scheme is that small concerts once or twice a week at each should be arranged, probably a concert on a larger scale once a month at one of the bigger depots or possibly at the

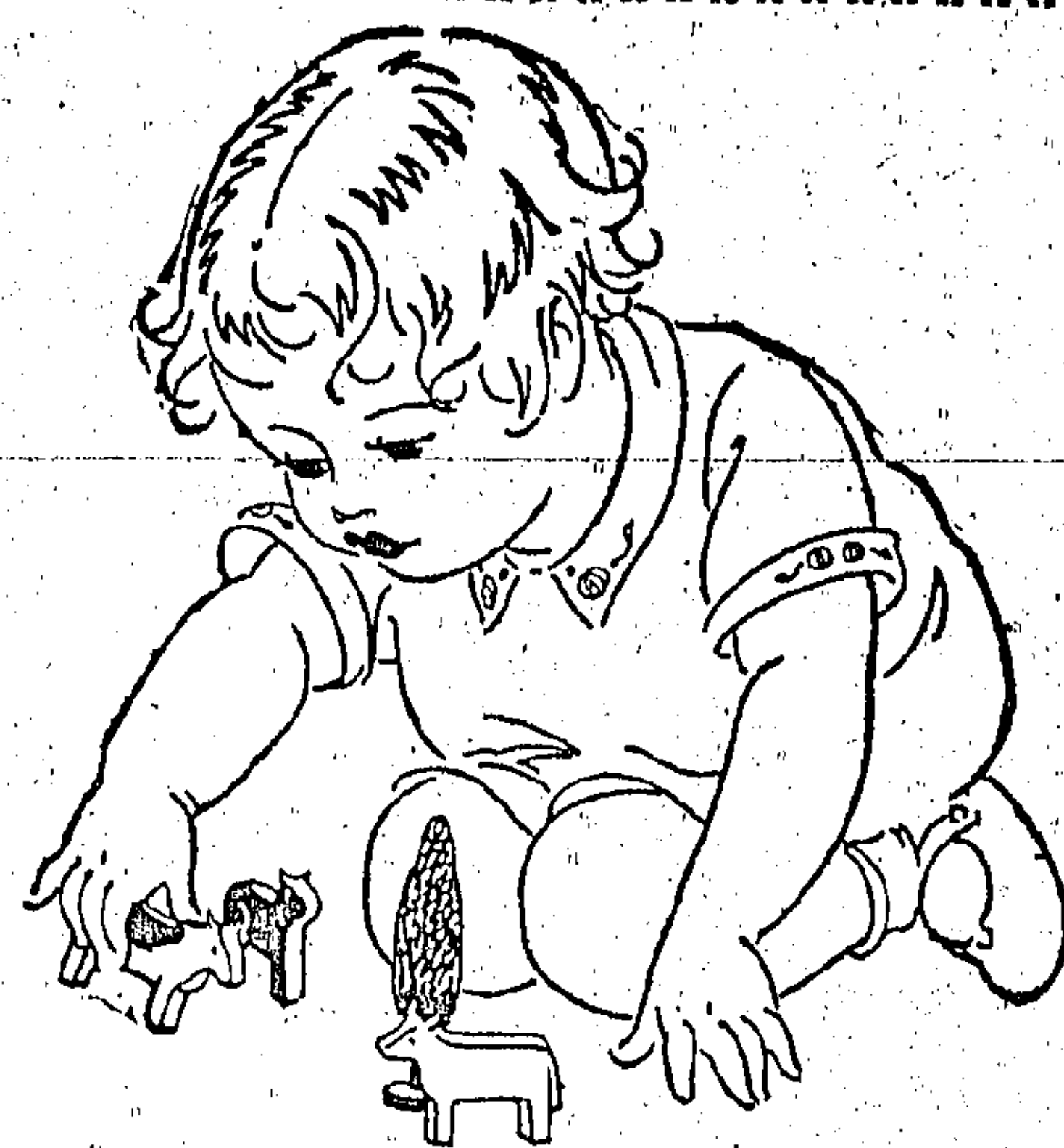
City Hall. Every effort will be made to reduce the work of those who assist, and it may be possible to arrange, particularly in connexion with Kowloon concerts, for Artists to sing at perhaps two or more Depots at different times during the same evening, and so minimize the number of occasions our helpers will have to attend.

We are in touch with the Hongkong A.D.C., the Philharmonic Society, the Talkoo Recreation Club and many other similar Associations which are contributing help.

It is well to tell you at the outset that Concerts start at 8 o'clock and finish about 10 p.m. This is not a convenient hour for many, but if you are willing to assist, you will not object to a little inconvenience in a good cause.

Through the kindness of the Church Body, the Cathedral Hall has been allocated to us for practice purposes and those singing will be able to arrange with their accompanists to run over their songs there. While it is impossible at the present stage of organization to make any definite statement as to the extent we shall have to call upon your services, still it is hoped that it may not be more than two, or possibly three, times each month.

The Colony has some hard work ahead, and I trust you will make an effort to help in every way possible.



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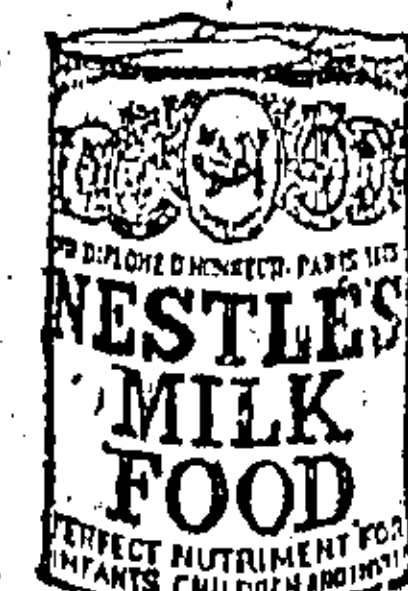
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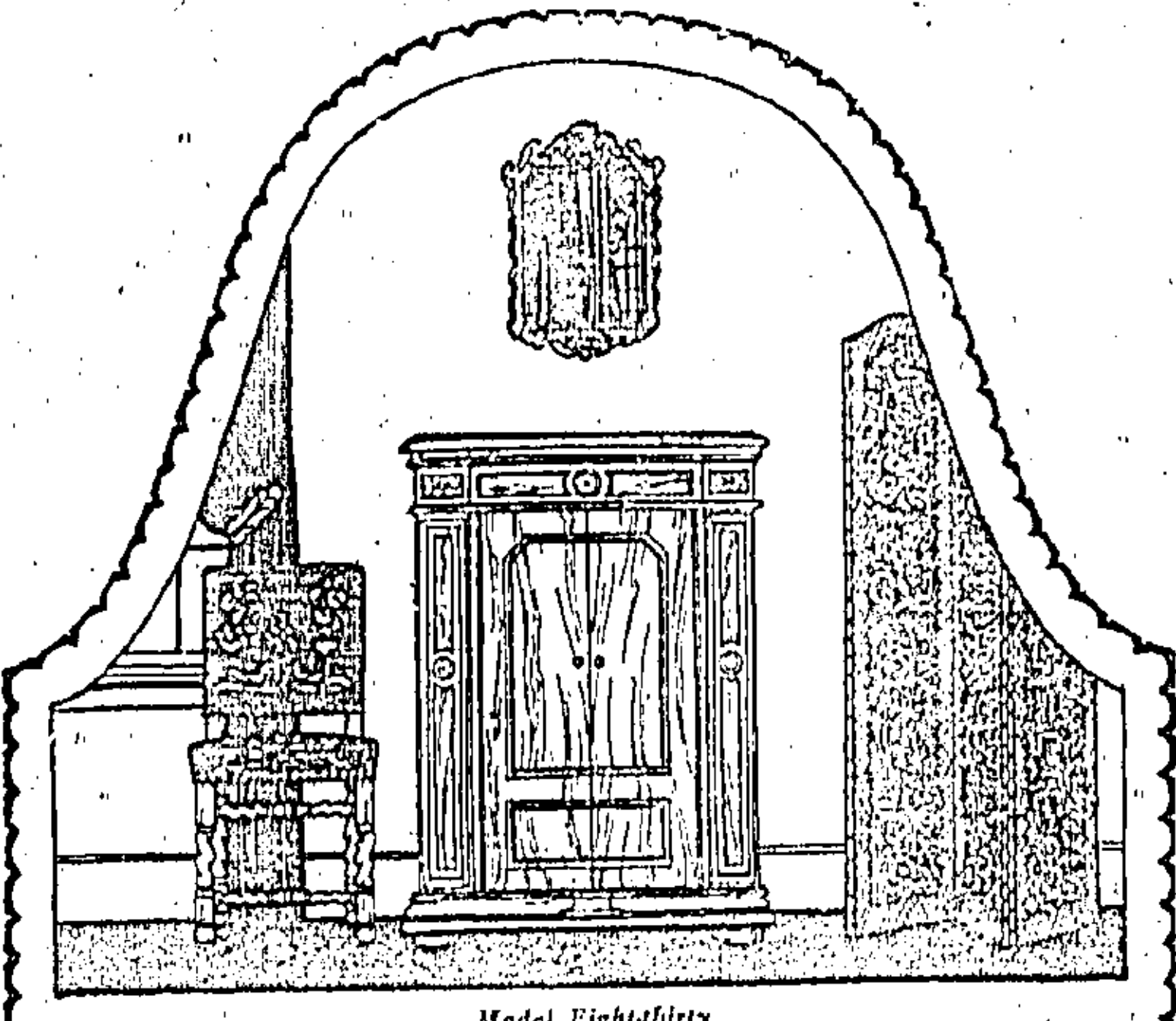
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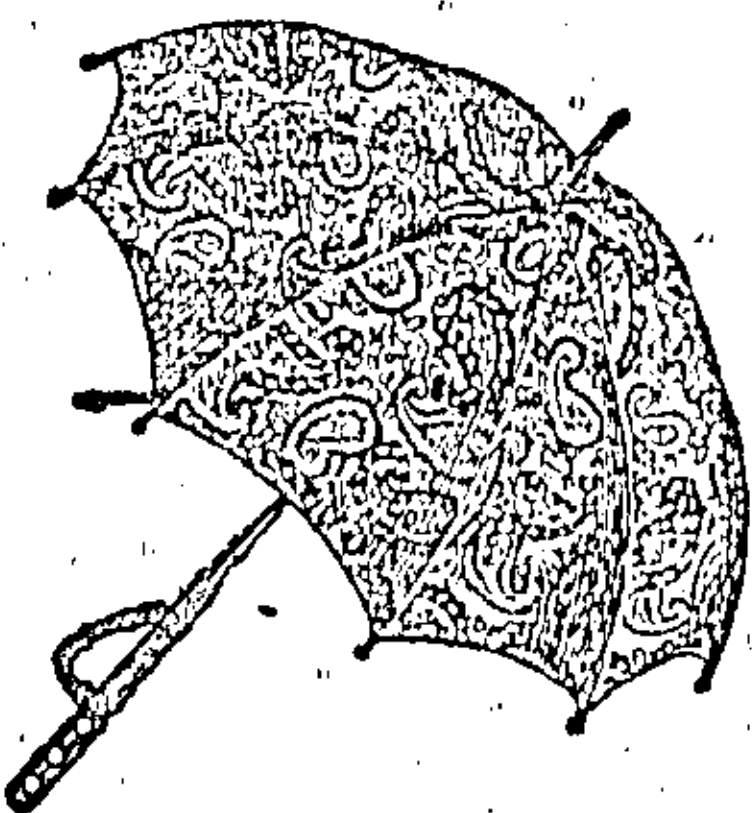
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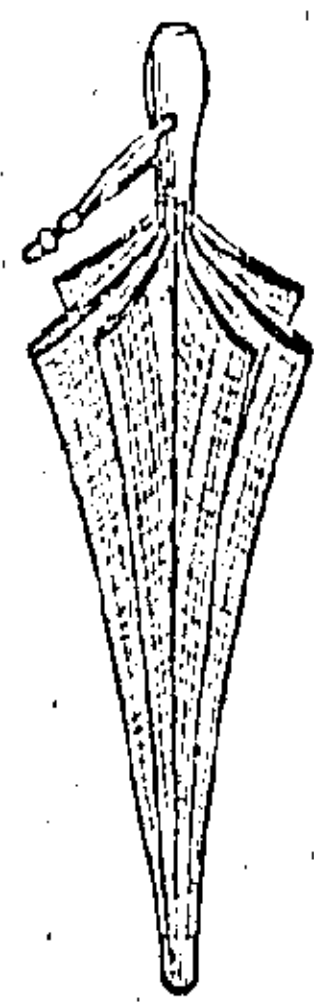


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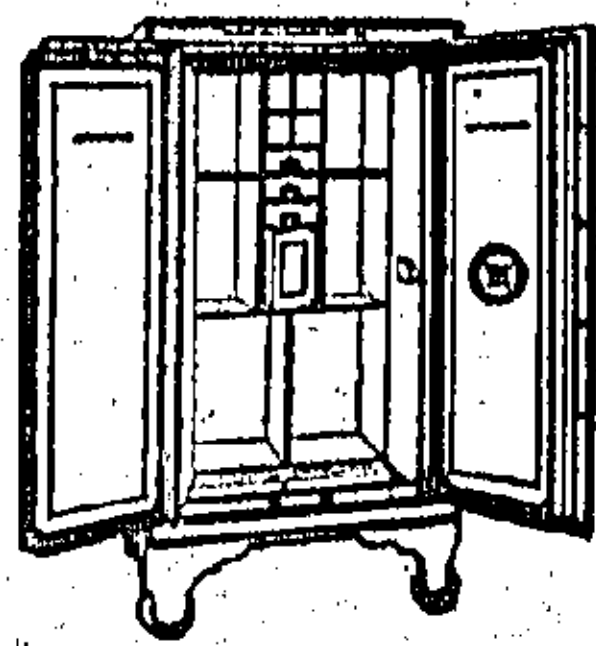
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The
Hongkong Telegraph.

SATURDAY, APRIL 2, 1927.

AN INEVITABLE DEMAND.

It is but the inevitable sequel of the recent tragic plunge which China has made, into animosity and anti-foreignism that the Powers should be formulating joint action of a salutary character. Little by little it must have been borne home to the leaders of the nations concerned that there is a distinct menace to world peace in the present-day attitude of the Chinese towards the nationals of other countries. At the outset, this animosity was more or less confined to Britain, but of late there has been a wholesale spread which must at all costs be stopped. The culmination of many recent acts came in connexion with the taking of Nanking by the Nationalists, when incidents took place which it is impossible to overlook. A joint demand for reparations is being formulated and it is plainly stated that if those demands are not complied with there will be an immediate consideration of concerted action "of no weak nature." As Lord Birkenhead, who is one of the most prominent members of the British Cabinet, has stated "there is a spirit of insult and recklessness abroad in China which will require for its correction the counsels of the civilised and anti-Bolshevist nations of the world," and when the word "counsel" is used in that context it can be read as being synonymous with advice which it would not be wise to ignore. There have been anti-foreign murders and outrages that would, in the case of any other country but China, have led to action before now, but the Powers, fully aware of the special and peculiar conditions and trials through which China is passing, have been tolerant to a degree—a tolerance which has, unfortunately, been misinterpreted and abused.

It cannot be viewed as less than a tragedy that China should, in the period of her adolescence as a modern nation, have fallen a victim to the wiles of Bolshevists and Communists, for it is undeniable that the outrages and recklessness from out of which has come the present international crisis, have been committed either at the direct instigation of Communists or by ignorant coolie soldiers and workers whose gullibility has been fed by the lying propaganda of Moscow. The

flight of the Nationalists against the North—a civil war of the kind that has torn China over since the days of the 1911 revolution—has become inextricably mixed up with the spread of anti-British and anti-foreign ferment. The leaders of the Cantonese, many of whom do no doubt genuinely believe that in some way or other they are fighting for "the liberation of China—from war-lords and all such harmful influences" have allowed themselves to be as a sponge for the soaking up of "Red" effusions, and they have inevitably become saturated with wrong and dangerous ideas totally in conflict with their ostensible aim of purging the country of oppression. The complaint against "unequal" treaties has been distorted out of its true proportions until it has become an obsession and hate leading up to anti-foreign outrages. The Chinese generally have worked themselves up into a mood in which they are not only shouting their real and imagined grievances at the top of their voices but are also drowning the good and well-intentioned advice of their best friends, and also goading themselves into a state of utter unreasonableness. So chaotic and interwoven and all mixed up have Chinese motives and actions become of late that it is necessary to administer something rather drastic in order to bring both the leaders and people of China to their senses, so that they can, in a new calm, view things afresh and aright. The Bolshevists have won the first fight, because they have created that mental instability and disarray in which revolution and strife are bred, but the Powers must win the next—the administration of a corrective and the defeat of wrong ideas. It is good to know that international action is being formulated for that purpose.

The Guilty Parties.

Chinese Nationalists and their propaganda agents are attempting to disclaim all responsibility for the atrocities at Nanking, when several foreigners were murdered and the most revolting experience befell many other foreign residents. In this connexion, the *Canton Gazette's* staff correspondent in Shanghai delivers himself of a lengthy message on the subject, in the course of which he states:—"Investigation of the Nanking incidents seems to indicate clearly that the attacks against foreigners were made by Fengtien (Mukden-Shantung) forces deliberately seeking to bring about incidents reflecting on the Nationalist forces. People acquainted with the past performances of the Nationalist troops are convinced that none participated in the attacks which are being grossly exaggerated by the foreign press here." Unhappily for the author of this message and others of his kind, the facts have now been fully attested in sworn statements by the British and American Consuls and numerous responsible residents, all of whom agreed that the outrages were the work of untrained Nationalist troops. From these statements, leaving the indignities suffered by Britishers out of the question, we learn that Nationalist soldiers deliberately fired at the United States Consul, well knowing who he was, with the intention of killing him, whilst some 150 Nationalist troops looted the Japanese Consulate, fired at the Consul, his staff and marines and threatened Japanese civilians with bayonets. These are only a few of the numerous incidents which might be cited, but they are more than sufficient to pin down the responsibility, without the slightest element of doubt, on the Nationalist Army. Even the *Manchester Guardian*, the well-known organ of liberal opinion, states that from the evidence there is every sign that the outrages and deliberate savagery were the carefully organised work of fully licensed soldiery. This time, fortunately, the Nationalists cannot bluff the world that they are the injured party.

The Health Bulletin of Eastern Ports for last week, issued by the Principal Civil Medical Officer, contains the following cases: Plague, Rangoon 4, Colombo 2, Sourabaya 1, Bangkok 3; Cholera, Calcutta, 67, Bangkok 15, Saigon 3; Small-pox, Baera 1, Calcutta 404, Karachi 1, Madras 22, Negapatam 1, Rangoon 63, Bangkok 8, Shanghai 1.

DAY BY DAY.

THE CHILD IS A MOST PERCEPTIVE CREATURE, AND IF WE PUT BEFORE IT A LOW STANDARD, IT WILL IN LATER DAYS CARRY OUT THE SAME IDEA WITH RESPECT TO ITS OWN CHILDREN.—Dean of Norwich.

The P. and O. a.s. Kalyan, from Hongkong, arrived at London on the 31st March at 8 a.m.

His Excellency the Governor has appointed Mr. Sung Sheung-wai to be a Public Vaccinator.

The E. and A. Company's s.s. *Asafura* is due here with the Australian mails at daylight tomorrow.

Mr. Henry Thomas Jackman has been appointed a Member of the Council of the University of Hongkong.

Tenders are being invited for the erection of a new garage and motor cycle shed at the Central Police Station.

It is notified that J. R. G. Wyatt has been appointed as Assistant Examiner for Master's and Mates' Examinations.

His Excellency the Governor has appointed Private George Duncan, M.B.E., to be Second-Lieutenant in the Hongkong Volunteer Defence Corps.

Under the Companies (Winding Up) Ordinance, it is notified that a first division and return of capital of \$10 per share has been declared in the matter of the Kwong Chow Hotel Co., Ltd.

His Excellency the Governor has appointed Mr. F. A. Wells to be a Member of the Advisory Committee of the Hongkong Volunteer Defence Corps, *vice* Mr. Douglas Abbey, resigned.

A coolie was sent to the Kwong Wah Hospital suffering from injuries to his head, caused by falling from a gang plank into the harbour whilst unloading cement at the Reclamation at Shumshuipo.

A lady's evening dress, valued at \$79, was stolen from the shop of Madame Chiffon, of 39 Queen's Road, Central, between the hours of 1.15 and 1.45 a.m. yesterday, according to a report received by the Police.

There was an aeroplane mishap in Hongkong yesterday, as a result of which Flying Officer Gardner was slightly injured. Lieuts. Munroe and Dale were also on the machine, but escaped injury. No details are available beyond the fact that the plane was badly smashed.

The Postmaster General notifies that the prohibition as regards the exchange of clubbed packages between Hongkong and the Republic of China, the Straits Settlements and the Federated Malay States is postponed *sine die*, but that regarding the Netherlands Indies will be enforced as from 1st April, 1927.

Beginning to-day, says the *Canton Gazette* of Friday, a reduction in passenger fares on the Canton-Kowloon Railway will be made. It was decided by the authorities of the Railway that first-class tickets from Canton to Kowloon will be sold at \$6 each, instead of \$7; 2nd class will be sold at \$3, and 3rd class tickets at \$1.50 hereafter.

The following regulations have been made under the Gunpowder and Fireworks Ordinance:—"No explosive ingredient or mixture other than black powder, charcoal, sulphur, saltpetre, aluminium and potassium perchlorate shall be used or kept on the premises. No single container in any firework shall contain more than 10 grains of any explosive mixture in which potassium perchlorate is an ingredient."

EXCHANGE RATES.

London, Mar. 31.	
Paris	124
Brussels	149.4
Amsterdam	12.13 3/4
Berlin	20.48
Copenhagen	18.21
Vienna	34.52 1/2
Helsinki	19.2 3/4
Libanon	2.17 3/8
Bucharest	770
Buenos Aires	47 1/2
Shanghai	2/0.1/16
New York	48.52 1/2
Geneva	25.25
Milan	102
Stockholm	18.13
Oslo	18.6 1/2
Prague	163 1/2
Madrid	27.02 1/2
Athens	375 3/4
Rio	5 1/2
Bombay	1/5 57/84
Yokohama	2/0 1/4
Silver (spot)	25.3/0
Silver (forward)	26

—British Wireless.

ON NOTHING

The Silent Monologue.

She looked into my rooms this afternoon and asked:

"Are you working?"

"No," I said, "I'm doing nothing."

"Nothing?" she asked, and then, "I won't disturb you—I thought you were only working."

And she went away, leaving me alone—to nothing.

There you have the word used in its subtlest, indeed in its Spanish, sense. Two Spaniards meet at their cafe in the evening. The tertulia is circled there. It is six o'clock, the hour when Spanish tongues, like spoons, are stirring up all the gossip and rumour as though Spain were a vast basin of pella, rice and oil. One man says, "Well, what's the latest?"

And the other, from long habit, replies:

"Nothing." Though, for that matter, the very lid of the sky may be slipping off.

The two men sit down and talk about this "nothing." Chocolate, stiff with flour and cinnamon, is brought. The two men talk incessantly. They interrupt each other, but in like themes in a fugue, each listening only to his own voice. There are two perambulatory monologues; if there are ten men, there will be ten monologues. In the whole of Spain there will be some 22,000,000 monologues.

The fugue of talk pours on and is not silenced until nine o'clock, when a woman brings the newspaper called—by an odd irony—the *Voice*. The silent monologues of the newspaper, of the new voice—they are called polemics in Spain, where journalism wins more respect than literature—still all tongues until dinner, the great leveler, sets them going again.

It was at one of these tertulias I heard an exemplary story about an earnest young man. This young man had "entered" politics (as you or I might "take up" art or "become" bricklayers), and through his seriousness, his enthusiasm and the influence of his uncle, who was one of Spain's 780 generals, the chances of his being a minister by the time he was thirty were very favourable.

He was told that the system of local government was old-fashioned and corrupt. He was also told he might reform it. So he drafted an enormous bill with acres of preamble. The rhetoric of Don Juan Tenorio, was nothing—the word recurs—to the full diapason of that preamble! The Government was greatly impressed. I forget how many hundred pages there were to the bill. Countless as they were, the bill was made law by a stroke of the King's pen.

"And what was the opinion of those qualified to judge?" I asked the famous polemical writer who ruled the tertulia. He shrugged his shoulders. He was a Basque, he had travelled all over the world. He had written plays, poems, novels. He had even—for political reasons—been in prison.

"Man!" he said. "It was—what? A magnum opus, a thesis—nothing!"

I thought, for a long time, this was a jealous and silly sneer, till one day I discovered how small a molehill in practice this mountainous monologue had become. I up-learned, too, that the famous polemical writer had begun his career as a coal miner and knew that a shovel in the hand is worth a million shovels in the bush.

This is only to say there are monologues and monologues; that

there is nothing and nothing. We are not going to shrug our shoulders at Hamlet's soliloquy; but if we had burst in upon Hamlet with the question, "What are you doing?" and he had not replied, "Soliloquizing," but blankly, shyly, "Nothing," I hope we would have had the tact to leave him and say, "I'll wait until you're busy."

No matter who is responsible for the mot, "A writer is a person who does what he likes and gets paid for it," the fact remains that it is a belief, very current nowadays, that thinking is, in the baser sense of our word, doing nothing.

I remember a glowering ship-bulder shouting at me, as we sat on the top of a Belfast tram, "Young man, you may take it from me, 'Writing poetry don't drive no rivets,' as they would tell you over on the island." His geniality and conviction were uncompromising. He was moreover a judge, and you cannot argue with the law. But I can write now the sharp retort I did not think of until it was too late:

"Driving rivets don't write no poetry."

Nothing is the silent monologue, or the interior monologue, as readers of Proust and Joyce will call it. In "The Cherry Orchard," when Gaev exclaims, "Cannon off the right into the pocket!" you know he inwardly looks on the world as a vast billiard table, just as Shakespeare thought it might be a stage.

A relative of mine, when conversation, like sand in an hourglass, empties and is heaped in stillness, will suddenly amaze us by crying out as though making a speech: "Your majesties, my lords, ladies and gentlemen—" but never gets any further. This is evidence of a secret existence of his about which we know little. We can guess only that he imagines himself in a world that is a well-packed platform of celebrities—and he is addressing them.

But, as we say, it all boils down to the same thing in the end. If I were cruel enough to ask him what he meant by that ejaculation, he would blush to the roots of his hair—and say, probably, "Nothing."

Let us not, however, run to the other extreme, by becoming priggish about our day dreams and meditations. They may be only the sunlight of idleness. When asked what we have been doing at our desks, how many times have we said, "Thinking?" Or even the cryptic "Nothing" when all the time we have been fast asleep?

We Anglo-Saxons are always shy of these awkward facts. The Latins, brutal realists, knowing the weakness is common, if not universal, have almost solemnized the siesta. Neither, I suppose, are our thoughts—liding in labyrinthine flights and thin corridors of fancy like themes in fugue—always creating masterpieces.

It has been the mistake of Proust and Joyce and their disciples, I think, to assume all thinking or every ripple of the stream of human consciousness is artistically interesting or significant. I even wonder if it is a coincidence that Joyce's central work is called—"Ulysses."

It can hardly be a coincidence that the Spanish (who stir up "Nothing" every evening from six o'clock until the newspaper saldeners) should have produced Calderon, who wrote, "La Vida es Sueño"—"Life is a Dream." And is a dream anything?

V. S. P.

CORRESPONDENCE.

PEAK TRAM FARES.

[To the Editor, Hongkong Telegraph.]

Sir,—I feel that an apology is due to "H. E. Le-N. Side," for the reason that I did not make it clear, as was intended, in the concluding paragraph of my letter that my remark "If he is not a member of the Association, his criticism is not only worthless but unjustified" only referred to his criticism of the P.R.A.

Not only do I share "H. E. Le-N. Side's" views that he has every right to his own opinions in matters of such public interest as Peak Tram fares, but I think his views are so fundamentally sound that I should be only too pleased to enrol him as a member of the P.R.A., to which, in my opinion, all residents in the Peak area should belong, on receipt of the modest sum of \$1.—Yours, etc., E. B. C. HORNELL, Hongkong, April 2nd 1927.

Sir,—Now that the P.R.A. has approached the Government with a

view to enlisting its aid in throwing light on the apparently unjustified action taken by the Peak Tramway Company in increasing monthly ticket rates, any further comment or suggestions may appear superfluous. But while the iron is hot, the following suggestion, which appears to afford a satisfactory solution of the problem for all concerned, may not be entirely out of place:

Monthly tickets at \$12 and \$9 could be issued. The former being available for all trams and the latter for "Business Trams" between the hours of, say, 7.30 a.m. to 9.30 a.m., and 4.30 p.m. and 6.30 p.m., a charge of ten cents being made to holders of \$9 tickets who travel on intermediate cars.

From the point of view of more Peak Tram frequenters, the suggestion appears practicable, but undoubtedly the Company has some plausible explanation for extracting that 23. 1/3% supercharge from all season-ticket holders.

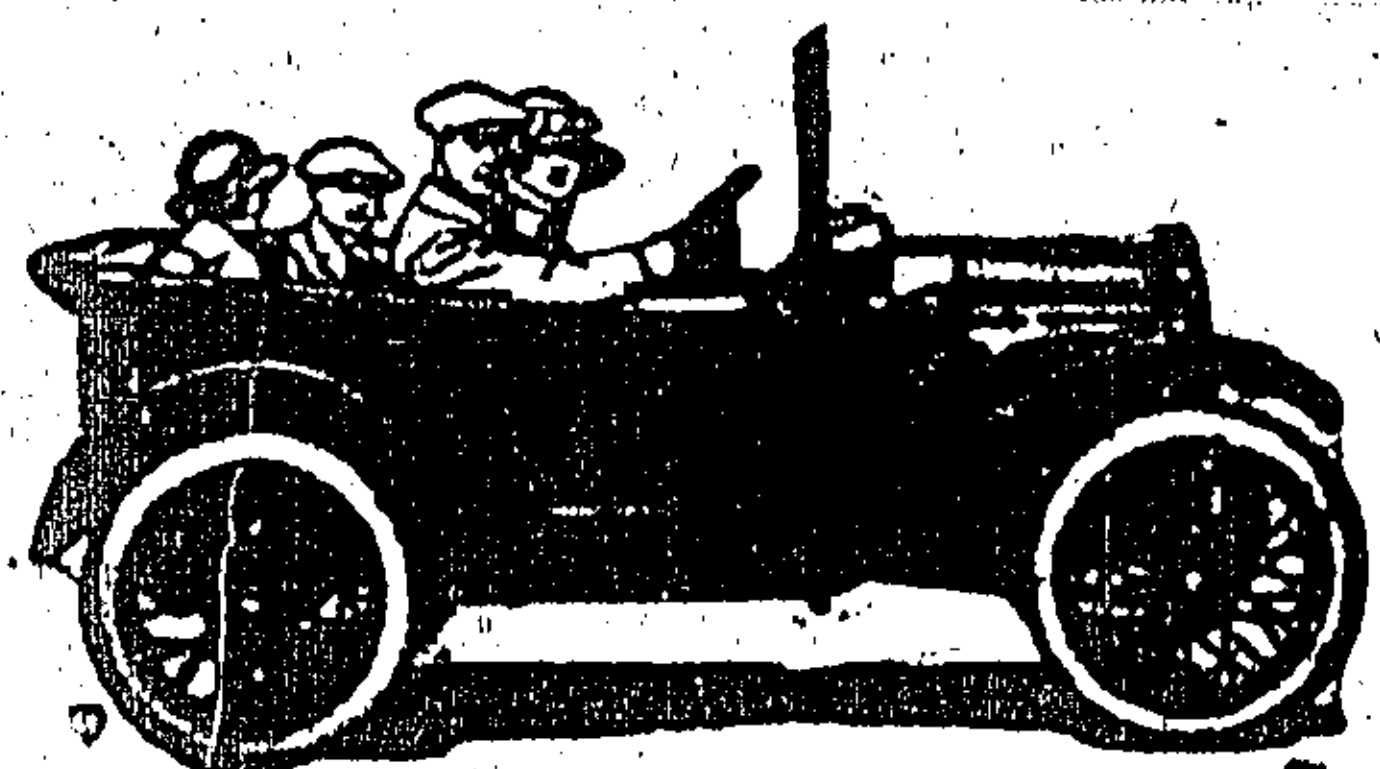
Habituals of the Peak trams certainly appreciate the step taken by the P.R.A. and are, perhaps, optimistically awaiting developments.—Yours, etc.,

INTERESTED.

Hongkong, April 1st, 1927.

STOP — LOOK — LISTEN TIMES — HARD, MONEY TIGHT!

Why throw away money on big car upkeep when the Austin "7" will do the same job for a cent a mile? It will take you there and bring you back. There is just as much pride in an Austin "7" as there is in a Rolls Royce.



25% DOWN

The Easiest of Deferred Terms arranged to suit your Individual Pocket.

Stocks Carried

ALEX. ROSS & Co. (China), Ltd.

HONGKONG.

— and —

The Kowloon Motor Car and Cycle Exchange Co.
KOWLOON.

B. S. A.

1927 MODEL

O.H.V. 3.49 H.P.

MOTOR CYCLES

NOW ON HAND

A REMARKABLE

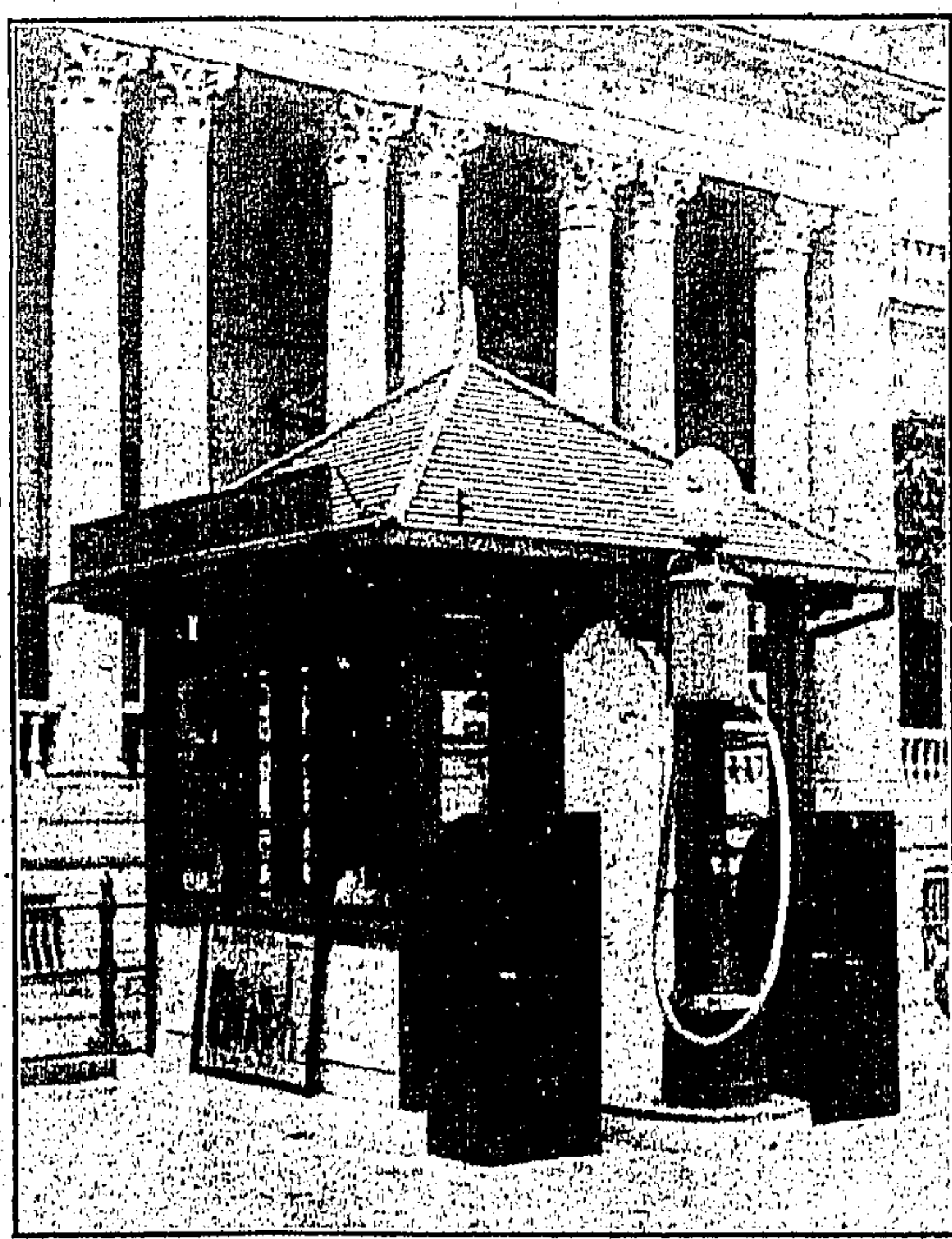
ADVANCEMENT

IN B.S.A. RANGE

THE SINCERE CO., LTD.

SOLE AGENTS

MOTOR SPIRIT **SHELL** MOTOR OILS



CENTRAL FILLING STATION
OUTSIDE CITY HALL, HONGKONG.

The Asiatic Petroleum Co., (South China) Ltd. Hongkong.

BUYING A SECOND-HAND CAR.

Advice to Purchasers on Some of the Knotty Points that May Arise.

To the uninitiated the purchase of a second-hand car may seem to be a simple matter of selection and payment. In many cases this is so, but it is quite possible, and indeed easy, for a set of circumstances to arise which introduces difficulties for the buyer and even the seller, terminating sometimes in a Court of Law. In the following notes a Solicitor points out the pitfalls which may beset the unwary and how these may be avoided.

It is only necessary to glance at the small advertisement pages of any paper to realize the extent of the market for second-hand cars. Some publishers run a deposit system which is most useful in preventing loss where it might otherwise occur, but there are, apart from the risks ordinarily run, many legal points which the private seller and buyer should bear in mind.

THE PASSING OF THE PROPERTY.
Sale is a contract which may take effect immediately or at some future time, and it is important to determine when it is intended to take effect, or in other words, when the legal property in the thing sold is to pass to the purchaser. Many things may happen between sale and delivery, and it should be made clear in whom the property vests. The Sale of Goods Act provides that this property shall pass when the parties intend that it shall pass, but that if no intention is indicated, certain rules must be taken into consideration in determining the exact time at which it does pass.

Where there is an actual sale of ascertained goods in a deliverable state the property in them passes when the contract is made and it is immaterial if the time of payment or delivery is postponed. Hence, if A buys a car from B as it stands—that is to say, B has to do nothing more to it—the property in it passes, unless otherwise agreed, immediately on the making of the bargain; it matters not whether credit is given or not, nor whether A takes the car away with him or leaves it with B. If, then, A leaves the car with B, and it is stolen from B's premises, A, being the owner, will be entitled to take proceedings against the thief, though he has never had the car in his actual physical possession. And again, if in the same circumstances B had gone bankrupt before delivery, his trustee would, in the absence of fraud, be unable to claim the car as part of B's assets.

THE ASSUMPTION OF OWNERSHIP.
Where there is an unconditional contract for the sale of specific goods and the seller has to do something to the goods in order to put them into a deliverable state, the property passes when that has been done by the seller and the buyer has been acquainted thereof. Therefore if A, in our previous example, had agreed to buy the car, but had asked B to take up the big ends and grind in the valves first, the property would not pass, apart from mutual agreement, until this had been done and B had informed A that the car was ready. Consequently, until then, A, though he might have paid in advance, and, as we shall see later, have been in a position to enforce delivery, could not have taken any action as owner against any thief, incendiary, or other wrongdoer in respect of the car.

Where a car is sold on approval, a private person will sometimes let the prospective buyer use it for a few days to see how he likes it before deciding to buy. If, then, the car is stolen or destroyed, or either party meets with financial disaster, before the buyer has made his decision known to the seller, how is it to be said in whom the property is vested? If a time limit for approval had been fixed, the property would have passed on the expiration of that limit if the car were not returned before. Similarly it would pass on the lapse of a reasonable time if no limit were fixed. The Act also says that the property will pass when the buyer signifies his approval or acceptance or otherwise adopts the transaction. Generally speaking, any act which assumes ownership, such as fitting an extra air valve, or revarnishing without the seller's permission, is an adoption of the contract. Such acts as these which one would not ordinarily do to another person's car will cause the property to pass and with it the responsibility of ownership.

INSURANCE.

The question of insurance is,

therefore, important, as an insurance company would not be obliged to pay on the seller's policy after the property had passed to the buyer, even though the seller retained possession. A prudent person will insure a car directly he has bought it, and especially so if he does not take immediate delivery of it. He may do so either by taking out a new policy in his own name, or by getting the seller's policy transferred to him. This may generally be done through the local agent of the insurance company. In cases of doubt, it might be wise to get the old policy endorsed in favour of both parties.

So far we have assumed that the risk passes with the property, but to this there is an important exception, namely, that if the seller unreasonably delays delivery, and loss or damage occurs as a consequence, he will be responsible whether the property has passed or not. An example of this occurs where A buys a car from B, who promises to deliver it the same day. If B, without good cause, fails to deliver that day, and his garage is struck by lightning during the night and burnt, with the car inside, he will be liable to A for the value of the car, for it would not have been lost if B had fulfilled his part of the bargain and the car had not been in the garage that was struck.

NECESSITY FOR INSPECTION.
When a second-hand car is bought from a private person it is up to the purchaser to assure himself, by inspection if necessary, that there are no hidden faults. For there is no implied warranty of fitness in these cases, and the seller, so long as he does not deliberately deceive the buyer, is responsible for nothing that he does not specifically guarantee. Incidentally, if a guarantee is required, a higher price is generally demanded, as it quite reasonably may be.

If, however, the seller is one whose business is the selling of cars, and buyer makes known to him the purpose for which he requires the vehicle in such a way as to show that he relies on the seller's skill and judgment, the seller is bound to see that the car said is suitable for that purpose. This is an implied warranty which is provided for by the Act and cannot be repudiated by the dealer.

ENFORCING THE BARGAIN.

Suppose a man buys a car but leaves it with the seller whilst he gets the cash from his bank. If, in the meantime, the seller gets a better offer and subsequently refuses to complete the bargain by accepting the money and handing over the car, what remedy has the purchaser?

In the great majority of cases he would be able to take no action in a court of law to enforce delivery, since for this purpose it would be necessary to show that something had been paid in earnest or by way of part payment, or to produce some written note of the contract signed by the seller. This would not often be possible.

The moral is that it is sound business, when dealing with a stranger, to offer a shilling or so to bind the bargain as soon as the terms have been settled.

Beware of young people, for a person under the age of twenty-one years is not legally capable of binding himself to pay for what he buys on credit or to carry out his bargain unless the subject-matter is something which comes within the class of things called "necessaries." Broadly speaking "necessaries" are things which are necessary to the minor for his maintenance in that position in life in which he lives. A car may be "necessary" to a young man of means, but it will not always be so. It is, therefore, wise to insist on cash when selling to a young person, for he cannot be forced to pay even after he comes of age.

The position is similar with regard to a married woman who has no property apart from her husband, unless it can be proved that she acted with his authority.—Ez.



THREE SPECIAL OFFERS

STUDEBAKER:—Special Six Coupe 5-Seater. Six Cylinder 36 h.p. Has run less than 2,000 Miles.
PRICE ... H.K. \$3,200.

CHALMERS:—7-Seater Sedan 1923, in good condition.
PRICE ... H.K. \$2,000.

ARROL-JOHNSTON:—5-Seater.
PRICE ... H.K. \$1,400.

These cars may be inspected at
The Hongkong Hotel Garage
Telephone, Central, 4759.

A Privilege for YOU

Unless you live right "in the blue" you are within the "Territory" of a Morris Dealer.

That Dealer has contracted to give every Morris Owner in his territory Morris Service.

Thus you can be certain of

- (a) A progressive firm who knows that good service is good business;
- (b) Good stocks of spares;
- (c) Mechanics practised in Morris work.

within reasonable distance, the moment you are a Morris Owner.

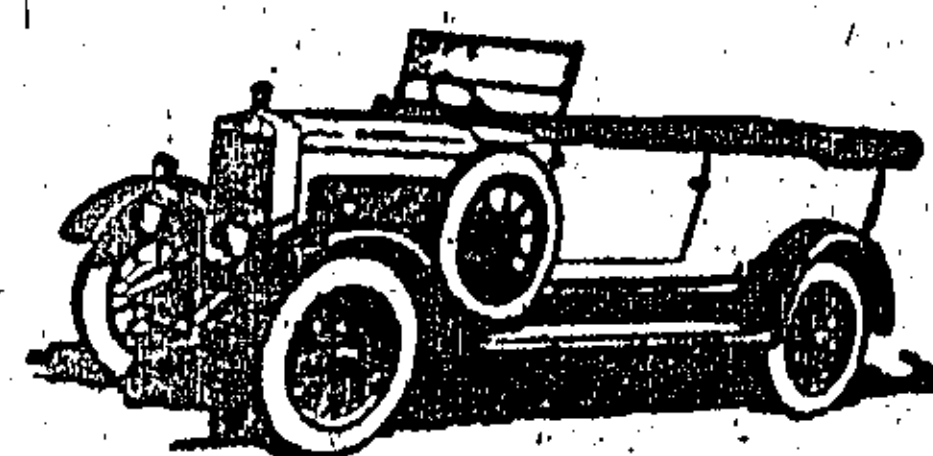
MORRIS

"the Wheel of the World"

from £190.

HONGKONG HOTEL GARAGE

(The Hongkong & Shanghai Hotels, Ltd.)
Car Sales and Phone Service | Phone
Accessories | C. 4759 and Parts | C. 4602



MORE CRUDE RUBBER. DELAY IS EXPENSIVE.

Imports of crude rubber into the United States from all sources during 1926 amounted to 411,962 long tons, an increase over 1925 of 27,125 long tons, according to the report of the Rubber Association of America, Inc.

California penalize motorists 100 per cent. for not obtaining their license plates during the regular period assigned by law. By causing them to pay double for the plates the number of offenders is greatly decreased.

DODGE BROTHERS PASSENGER CARS.

Roadster	... G\$1,100
Special Roadster	... 1,150
Rumble Seat Sport Roadster	... 1,250
Touring (5-passenger)	... 1,125
Special Touring (5-passenger)	... 1,175
The Sport Touring (5)	... 1,210
Touring (7-passenger)	... 1,320
Special Touring (7)	... 1,370
Coupe	... 1,285
Special Coupe	... 1,335
Sedan	... 1,335
Special Sedan	... 1,385
The De Luxe Sedan	... 1,515

GRAHAM BROTHERS COMMERCIAL CARS.

Chassis only (¾ ton)	... G\$ 925
Chassis and Cab complete	... 1,055
Express Body Truck complete	... 1,340
Canopy Body Truck complete	... 1,365
Screen Side Canopy Truck	... 1,380
Panel Side Canopy Truck	... 1,390

GRAHAM BROTHERS 1-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES.

Chassis only	... G\$1,190
Chassis with cab seat	... 1,255
Chassis with complete cab	... 1,320
Express Body Truck complete	... 1,515
Canopy Body Truck complete	... 1,560
Stake Body Truck complete	... 1,595

GRAHAM BROTHERS 1-1/2-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES.

Chassis only	... G\$1,640
Chassis with Cab Seat	... 1,700
Chassis with complete cab	... 1,770
Express Body Truck complete	... 2,020
Stake Body Truck complete	... 2,080

GRAHAM BROTHERS 2-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES.

Chassis only	... G\$1,760
Chassis with cab seat	... 1,815
Chassis with complete cab	... 1,895
Farm Body Truck complete	... 2,200
Stake Body Truck complete	... 2,200
Hydraulic Hoist Dump Body Truck complete	... 2,560

ESSEX SUPER SIX MOTOR CARS.

Touring	... G\$1,150
Coach (2-door)	... G\$1,200
Sedan (4-door)	... G\$1,250

HUDSON SUPER SIX MOTOR CARS.

Touring (7-passenger)	... G\$1,600
Coach (6-passenger)	... G\$1,740
Brougham (6-passenger)	... G\$2,035
Sedan (5-passenger)	... G\$2,215
Sedan (7-passenger)	... G\$2,330

PACKARD SINGLE SIX MOTOR CARRIAGES (Model 426):

Phaeton (5-passenger)	... G\$2,750
Roadster (Rumble seat)	... G\$2,850
Sedan (6-passenger)	... G\$2,850

PACKARD SINGLE SIX MOTOR CARRIAGES (Model 433):

Touring (7-passenger)	... G\$3,305
Coupe (4-passenger)	... G\$3,300
Club Sedan (6-passenger)	... G\$3,345
Sedan (7-passenger)	... G\$2,420
Sedan Limousine (7-passenger)	... G\$3,520

PACKARD STRAIGHT EIGHT MOTOR CARRIAGES (Model 336):

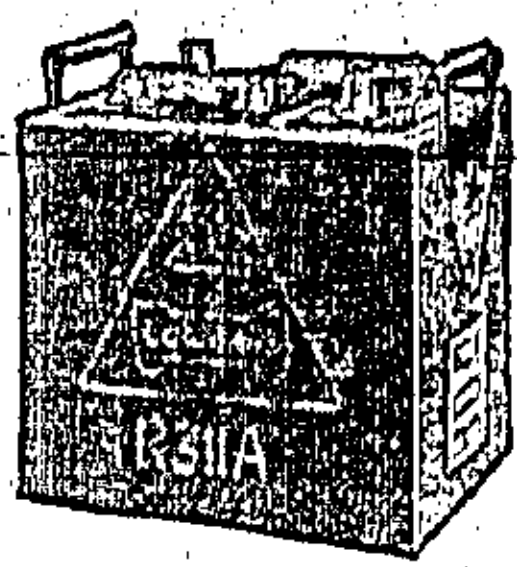
Phaeton (5-passenger)	... G\$4,290
Roadster (Rumble Seat)	... G\$4,390
Sedan (6-passenger)	... G\$5,410

PACKARD STRAIGHT EIGHT MOTOR CARRIAGES (Model 343):

Touring (7-passenger)	... G\$4,535
Coupe (4-passenger)	... G\$4,475
Club Sedan (6-passenger)	... G\$5,620
Sedan (7-passenger)	... G\$5,735
Sedan Limousine (7-passenger)	... G\$5,835

The above prices are in U.S. Currency and are for delivery at garage, Hongkong. All prices subject to change without notice.

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1248 or 1247
33 Wong Nei Chung Road,
Happy Valley.



Your guarantee of absolute battery satisfaction, of low initial cost and minimum repair bills.

THE DRAGON MOTOR CAR CO., LTD.

33, Wong Nei Chung Road, Happy Valley.

Columbia
Storage Batteries

STANDARD REPAIR CHARGES.

How They Will Affect the Owner in England.

The idea of the repairer working to a schedule of standardized charges for repairs is one which immediately meets with the approval of all motorists, and were this done always there would be far less likelihood of any quibbling over the amount of the bill than there is generally; the owner would also have the satisfaction of knowing approximately what the cost of the job would be before he puts it in hand.

It is only quite recently that British manufacturers have given any attention to the excessive charges that are so frequently made for repairs, and the outcome is that some have prepared lists of charges for the various jobs and have standardized them. It is interesting to note, also, that certain large garages and repairers have prepared schedules of their own from which they are able to quote readily an estimate of the cost of any job put in hand, so far as the labour charges are concerned.

It must be remembered that, generally speaking, the standardized costs of the jobs are only those of labour and that any spare parts used and so on are charged extra.

SCHEMES OPERATED BY AGENTS.

The manufacturers' schemes are, of course, operated by the recognized service agents or repairers for the particular cars to which they apply, and one would hardly expect to find them operating at any way side establishment. It is up to the car-owner to make for an authorized depot, where he should find the charges those of the schedules. One of the latest concerns to adopt standardized repair charges is the Austin Motor Co., Ltd., who have prepared schemes relating to their various models.

There is no doubt now that it will not be long before similar schemes are taken up and put into operation by practically all well-known manufacturers in whose interests an efficient and economical after-sales service reacts. Motoring then, from the upkeep point of view, will be on a rather different footing from its present status.

In connexion with the Austin scheme, which is already in operation, the charges set out are those for actually carrying out the job and do not include the cost of supplying any new parts. These in the absence of any instructions to the contrary, will be fitted by the repairers at their discretion and, of course, the cost added to the figure set down. In addition would be charged the cost of any oil, grease and petrol used in the course of carrying out tests after the repair has been executed.

The whole of the chassis in each case has been considered when the lists have been prepared by the manufacturers, and certain body details have also been included.

SOME 12 H.P. AUSTIN CHARGES.

Taking some examples from the booklet relating to the 12 h.p. model we find that £1 12s. 6d. is charged for removing the cylinder head, decarbonizing, grinding-in the valves, adjusting the tappets and tuning-up the engine on the road. For removing the radiator and lamp brackets, dismantling and repacking the water pump, fitting a new pump driving spindle and/or new ball races to the spindle, then reassembling the whole, a charge of £1 7s. 6d. is made. These two examples alone of the cost of jobs of this type are sufficient to give an idea of the charges fixed. Then in regard to the general chassis details which require periodical attention for efficient maintenance, the cost of greasing all spring shackles, steering and brake and other small connexions is 4s. 6d.; that for adjusting and compensating the four-wheel-brake system is 10s., whilst if, in addition, it is necessary to take down, oase and clean all the connexions the cost becomes 17s. 6d. The corresponding charges for one of the earlier 12 h.p. chassis, with only a rear-wheel-braking system, are 5s. and 10s.

SOME BODY DETAIL CHARGES.

In connexion with body details, the cost of fitting a new front wing is 12s. 6d.; fitting a new running board and valance or valance alone costs 15s. 6d. each s de.

CHANGE YOUR OIL! Forceful Advice.

(The following appeared in the house organ of The International Motor Co.)

"Undoubtedly the entire Chinese Navy could peacefully float at anchor in the printers ink that has been used to shout the message, 'change your crank case oil every 500 miles,' and still I will put myself on record without fear of contradiction that there are at least two truck owners in the United States of America who have overlooked the importance of this little big thing.

"It's little because it doesn't require much of an outlay in time or money, and it's big because that steady powerful heart-beat of your faithful old gasoline bread winner if neglected is going to prematurely weaken as sure as now laid eggs are a month old.

"Remember, real success in the hauling game depends not alone upon mileage—not maintenance costs—not operating costs—not days out of the shop, but the net results of all four factors lumped together.

"Yes, a high grade motor truck at times seems to actually possess instinct, some claim that each has a real personality and some enthusiastic owners actually go so far as to class them as almost human. The idea is fine so far as it goes but they have not reached that point where they are self-repairing. The driver can wear the skin off his fingers or knock a piece of burk' off his shin and they will eventually heal and be as good as when he was a day old, but when those cylinder walls wear down, the wrist pins begin to slap and the crank shaft journals wear lop-sided, because they have been splashing around in a diluted oil mixture with less than 24% lubricating kick, a day is coming when a healing operation will be necessary to the tune of many dollars that might just as well have been handed to the receiving teller and left to accumulate compound interests."

LUXURIOUS TRANSPORT.

Rolls-Royce Cars in India.

It is an unusual thing to see a line of more than 20 cars parked together, in which every car is a Rolls-Royce. Yet such a scene was recently witnessed at Delhi during the Conference of Princes, presided over by H.E. The Viceroy of India. The long line of cars made a very fine sight, the Viceroy's Rolls-Royce being decorated with the Imperial crown on the front of the radiator, while the Rolls-Royce of each of the Ruling Princes bore the emblem of its owner.

L.C.C. have no intention of erecting the Eros statue anywhere but in Piccadilly-circus.

JOIN

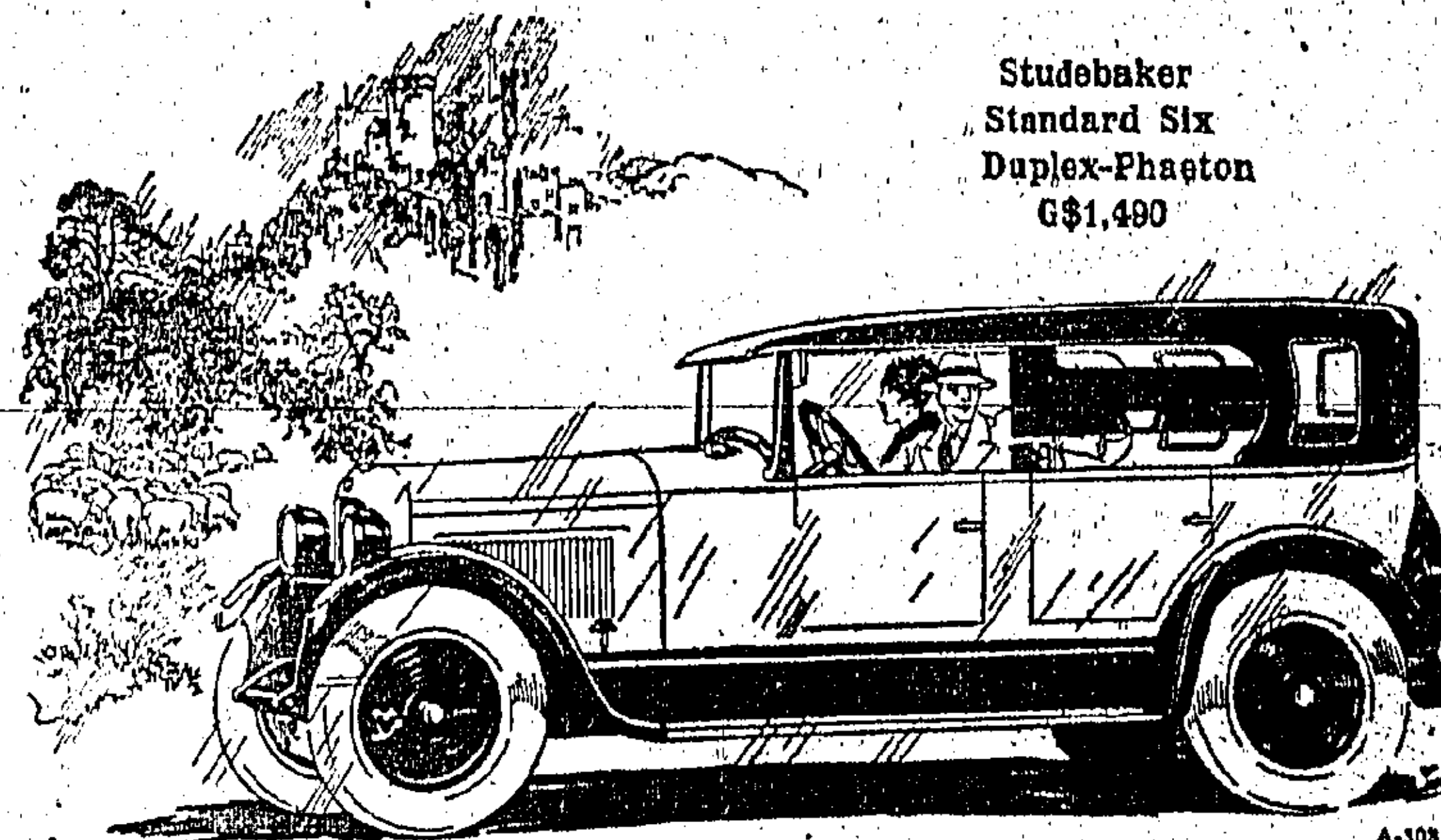


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Studebaker
Standard Six
Duplex-Phaeton
G\$1,490

Open Car Freedom with Closed Car Protection

THE Studebaker Standard Six Duplex-Phaeton offers you the utmost convenience in open car design, for it assures you all the protection of a closed car for stormy weather.

At the first drop of rain, roller side enclosures can be lowered instantly from the top where they are concealed. Moisture cannot reach you, and it is only a matter of raising the curtains again to open the car wide to the sunshine.

The Standard Six Duplex-Phaeton is mounted on the rugged Studebaker chassis, and powered by the quiet Studebaker L-head motor, famed for its 100,000 mile service.

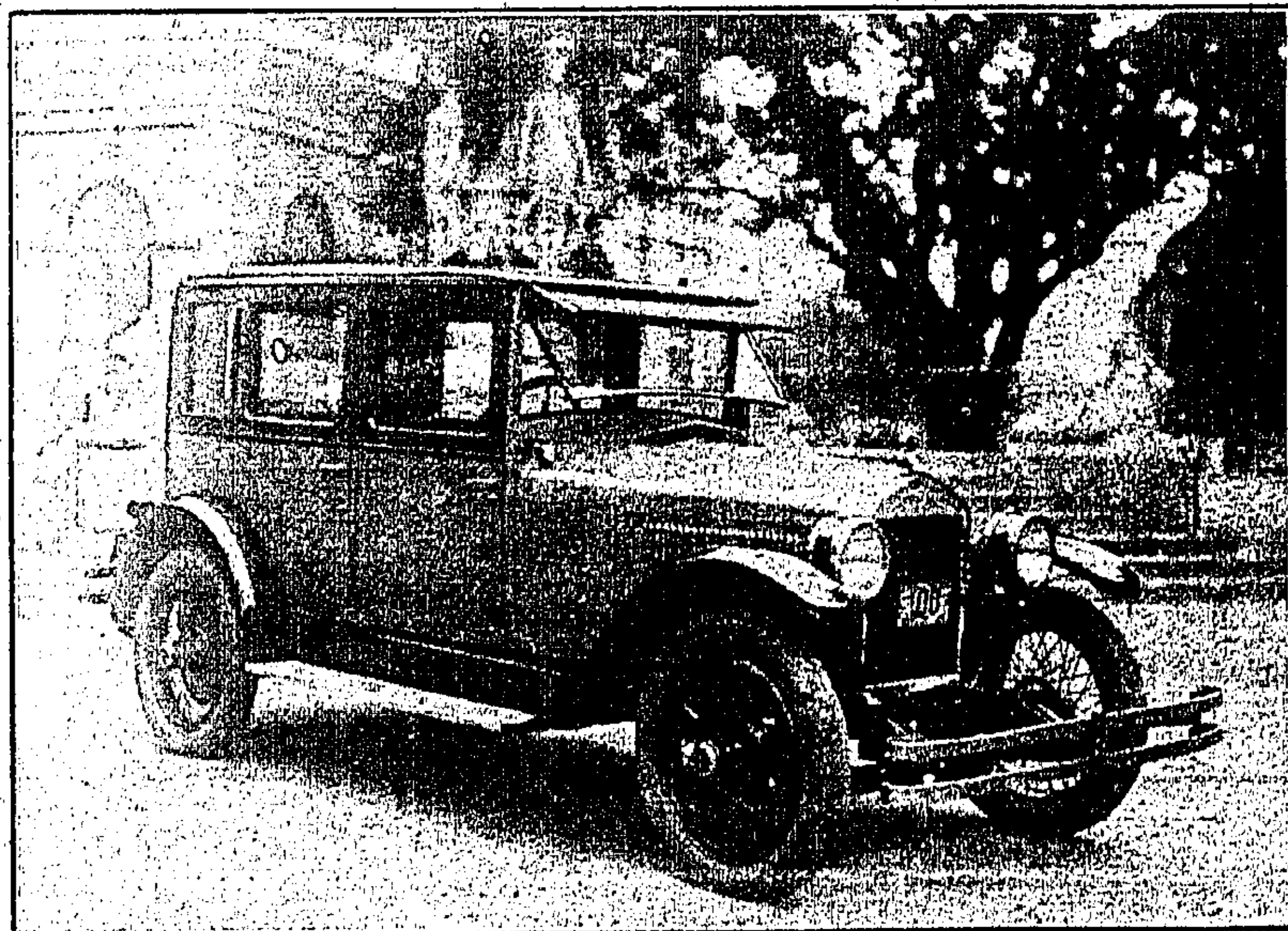
One-Prof facilities enable this luxurious and convenient car to be sold at a far lower price than would otherwise be possible.

We invite you to ride in the Duplex-Phaeton and judge its many advantages for yourself.

THE HONGKONG HOTEL GARAGE.

(The Hongkong & Shanghai Hotels, Ltd.)

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ESSEX 6' Coach G\$1,200

Closed Car Comforts for All Year Service

Combined with the supreme advantage of the Super-Six principle, the largest production of 6-cylinder cars in the world makes this quality, price and value exclusive to Essex.

Only among far higher priced cars will you find comparison for Essex performance, its long-lived reliability and riding ease. At little more than the cost of low-priced "Fours" the Coach gives all closed car comforts, with the advantages of the "Six" not found in any "Four." And equally important,

you got the famous Super-Six advantages over every rival "Six."

That means not only a motor design that has long held foremost place among "Sixes" but the same precision standards in every chassis detail that time and use have tested in the service of nearly 800,000 users. Its first cost economy is continued in exceptionally low operation and maintenance cost. The materials used and the way it is built insure lasting enjoyment of those brilliant qualities that delight you on your first ride.

ESSEX TOURING G\$1,150.

All Prices Include Complete Special Equipment.

THE DRAGON MOTOR CAR CO., LIMITED
33 WONG NEI CHUNG ROAD, HAPPY VALLEY

THE
MOTOR UNION
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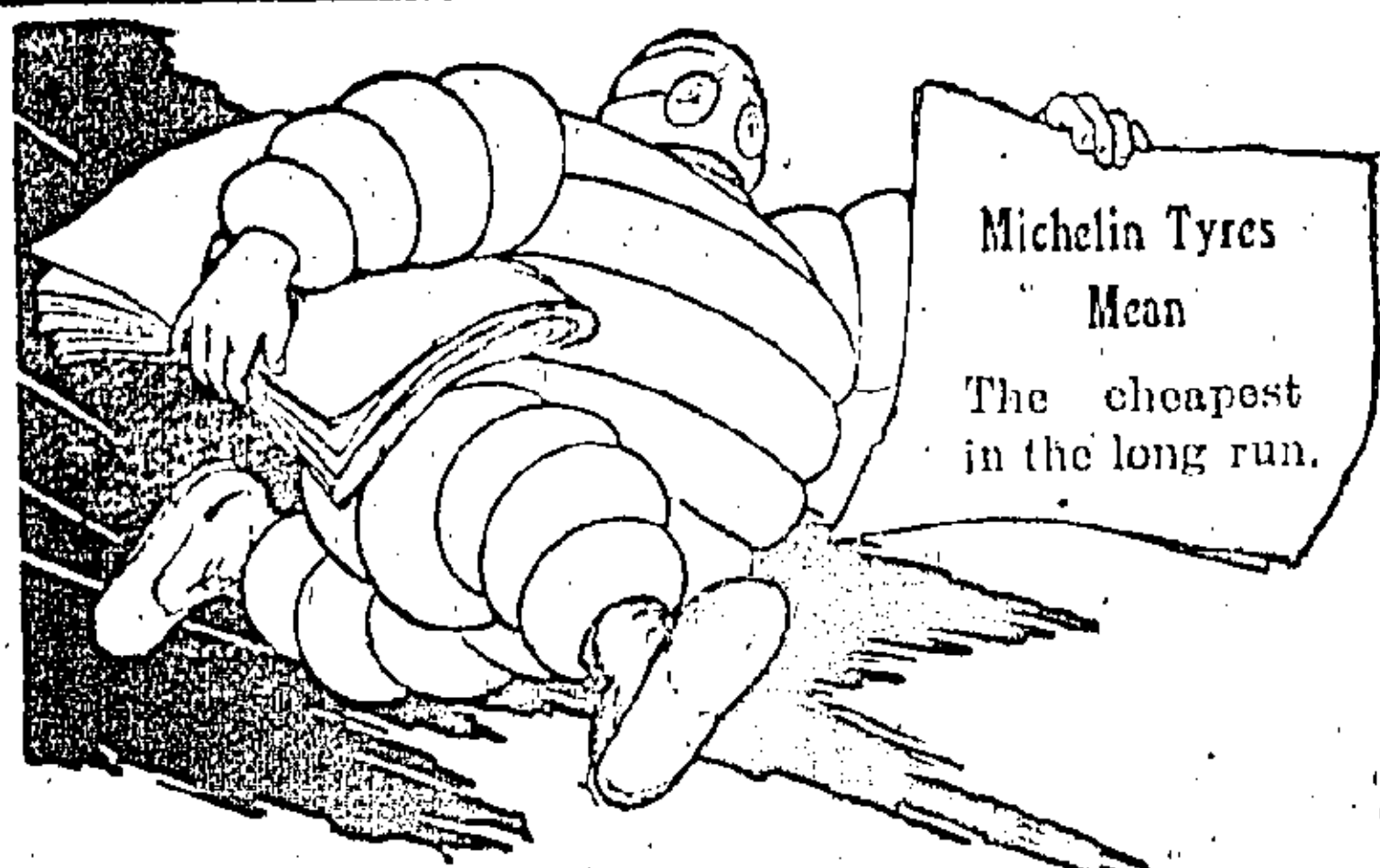
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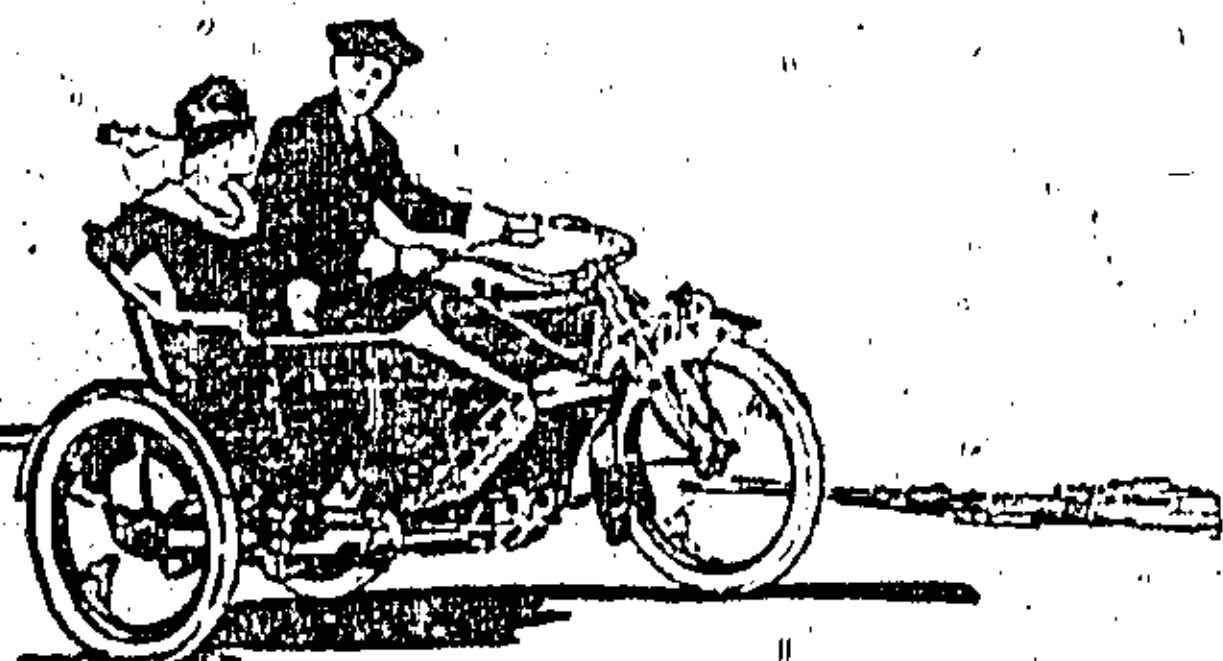
SOCONY

MOTOR OIL

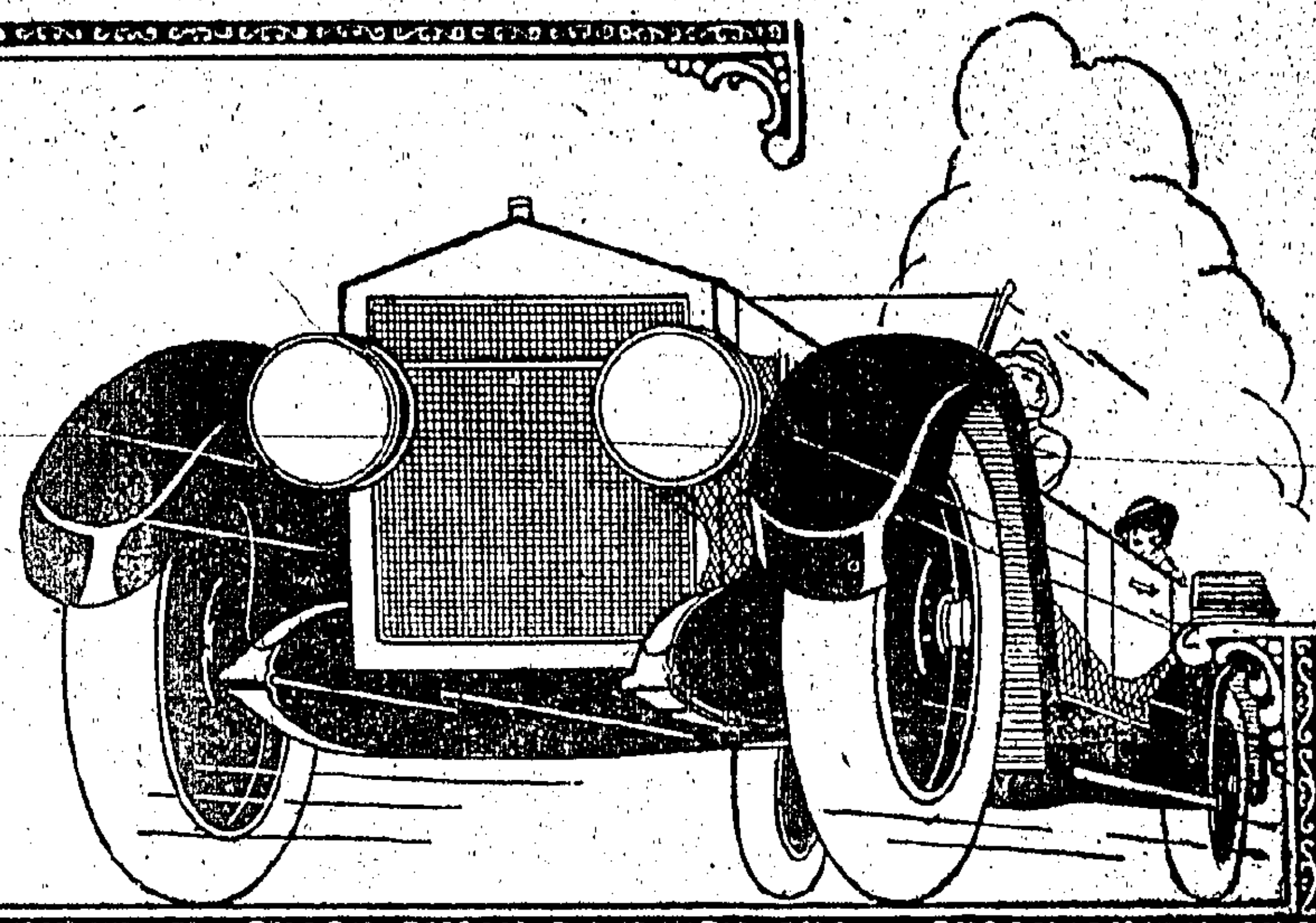
MODERN OILS FOR MODERN MOTORS.

"REFINED UP TO A Standard NOT DOWN TO A Price"

MOTORING SUPPLEMENT



OF
THE HONGKONG TELEGRAPH.
SATURDAY, 2nd APRIL, 1927.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION



CURRENT COMMENT



Well Deserved.

The presentation to Mr. P.M. Hodgson at yesterday's meeting of the Hongkong Automobile Association was a pleasing little function which paid tribute in a formal manner, to the time and energy devoted to the Association during Mr. Hodgson's tenure of office as Honorary Secretary. To mention that Mr. Hodgson is held in the highest esteem by the Committee and every member of the Association is superfluous, but every subscriber to the gifts will feel gratified at the honour of being associated in the expressing of that esteem in a tangible manner. The presentation took the form of a handsome silver and cigarette box, each bearing a facsimile of the Association's badge and the following inscription:

Presented to P.M. Hodgson, Esq., by The Hongkong Automobile Association, Honorary Secretary, 1921-26.

It is astonishing how many people make the mistake of alighting from motor vehicles (frequent taxi-cabs) by the off-side door. This practice is most dangerous, and is probably accounted for by thoughtlessness. Only the other day a taxi-cab was noticed stationary on the left hand side of the road, when, just as another car was passing, the door suddenly opened and a collision was only averted by the merest luck. A sign posted in public hire vehicles would undoubtedly serve a purpose in reminding passengers of this danger.

Improvements.

A road between Aberdeen and I. Water Bay has recently been receiving necessary attention quite a number of "potholes" having formed. In Cairns I the side channels are being widened. Another improvement which has probably escaped notice of many motorists has been effected at the foot of Lower G Road, where the drain has been levelled off to the same height of the roadway. Formerly a spot a drop existed which have seriously damaged motor vehicles which kept too close to the left of the road.

Shed-O Road.

The Shed-O Road is being repaired in places, but a first-class motor thoroughfare will not be provided until the whole road has been re-surfaced. Patching is better than nothing, but a thorough job, although costly, would prove economical in the long run.

The Right Time.

Within a very few weeks, summer motoring will be popular, and owners will use their cars almost daily for bathing parties etc. It would appear therefore, that now is the time to devote attention to reconditioning roads wherever necessary while traffic is at a minimum. Hongkong is justly proud of its roads, and it is to be hoped that the present conditions will not deter the Government from expending money on their upkeep. Such a policy would be extremely shortsighted, and only increase the ultimate amount to be applied to the purpose.

Obstructing Vision.

Early attention should be given to the danger caused in certain districts owing to the road being obscured by overhanging shrubbery. There are several such examples from the University to Aberdeen, where bends in the road are made all the more difficult of negotiation by the presence of bushes or undergrowth which hide the thoroughfare in such a manner as to obstruct the view ahead. Visiting motorists frequently express the opinion that the winding nature of Hongkong's roads severely test the skill of local drivers, and it is a matter for gratification that the standard of driving skill is particularly high in the Colony. Even so, every effort should be made to make our highways as safe as possible, and if the picturesque effect of low-growing shrubs has to be sacrificed to the more important aspect of public safety, there can be no reasonable objection to their removal. We consider this a question of urgent importance, and therefore trust that the necessary action will be taken.

EXTREME ACCURACY.

Splitting Hairs by Machinery.

To most people a hair's breadth denotes extreme narrowness, although in reality it is twice as thick as a cigarette paper which measures a 2/1000th part of an inch. A visiting card is quite a bulky affair in comparison, as it is no less than 25/1000ths of an inch thick. Thinness, however, is merely a matter of comparison and to the engineer, aiming at extreme accuracy the splitting of a hair or even a cigarette paper is quite an every-day affair. For instance, an error of 1/1000th part of an inch is all the margin allowed in many of the larger and clumsier parts of a modern motor car, this fine limit accounting for the long life of the better class of British cars.

When it comes to other and more vital parts, such as the gear wheels an error of only 2/100ths of a 1/1000th part of an inch is allowed, the amount being registered by an instrument that can read to 1/10th of a 1/1000th. In other words the degree of thinness measured by this marvellous instrument is equal to the splitting of a cigarette paper into 20 layers!

Another aspect of the case is presented by the fact that the ordinary film of oil that separates, say, the crankshaft and its bearings is quite a fat affair measuring some 3/1000ths of an inch. To attain these extraordinary fine limits grinding and lapping machines are employed. In some cases despite their marvellous dexterity they are automatic in action, the operator only having to set the machine to take off material, up to a few thousandths of an inch, and the machine not only performing this work, but also stopping itself when the job is completed. These remarks are prompted as the result of a visit to the Armstrong Siddeley motor works in Coventry, where the latest and most accurate machinery is in action.

DEALERS RUN MILEAGE TEST.

Ford Mileage Average.

An average mileage per gallon of 34.98 was made by 70 entries in a gas economy contest for improved Ford cars, standard-equipped, promoted by the dealers of Lane County, Oregon.

Careful preparations, selections of entirely impartial judges, vigorous publicity, sincere co-operation among the five dealers in the county, and a total of prizes the first, \$100, accounted in part for the great interest which the contest stimulated.

Starting from Cottage Grove, Oregon, the route ran north on the Pacific Highway through Eugene and Junction City, and onward toward Portland.

Previous to the start, the tank and carburetor of each car were drained of gas, and a measured gallon from an officially certified container poured into the tank. The tank was then sealed.

Winner Makes 51.88 miles.

The contest was won by Clint Witham, of Eugene, whose mileage score, as checked by the speedometer in the judges' car, was 51.88. Thirteen contestants made more than 40 miles to the gallon, and the average of the 70 contestants was 34.98.

Every type of Ford car was represented among the 10 winners. The roadster, however, took more prizes than any other type, with the touring car second.

MARINE ENGINES.

Motor Power in Coastal Fishing Craft.

For some past considerable anxiety has been felt on account of the scarcity of fish immediately around the Coast of the British Isles and this year the Board of Trade reports a considerable drop in the volume of the trade. It is becoming more and more apparent that nothing which science can offer to improve matters must be neglected. The Ailsa Craig Motor Company, Ltd., of Chiswick, London whose Marine Motor Engines are extensively used in fishing craft all over the world, have recently made a further investigation into the use of motor power among the boats of the Coastal Fishing Fleets. From the figures available, and from their own experience in actual installations it is interesting to note that there has been a marked increase in the use of motor power in boats of 25 to 30 ft. in length. This is no doubt due to the compactness and efficiency of the modern marine motor of 6 h.p., such as the Ailsa Craig Kid 10-16 h.p. and the Kid Junior 6-8 h.p. engines. Both these engines are very popular among fishermen all round the Coast from Yarmouth to Morecambe, and from Lands End to John O'Groats.

The interesting fact has come out in this enquiry that the earning capacity of boats fitted with motor power has often been doubled, the reason being that the fishermen are no longer confined to in-shore fishing, but can pick their ground irrespective of distance from the home port. The more owners realise that by the help of such engines as the Ailsa Craig they can become independent of the migration of fish the sooner will the trade resume its old time prosperous condition.

CURRENT HUMOUR.

"Jack fell out of his car the other day and broke his peninsula."

"His what?"

"Peninsula. A long neck stretching out to sea."

—Brown Jug.

The gates were down, but Oscar Shay decided to his sorrow

To speed across the right of way.

His funeral is tomorrow.

"Cost you much for new parts for your automobile?"

"Doesn't cost me anything. You see, I live near a railroad crossing."

—Boston Transcript.

"I hear that Biffles, the owner of the new filling station, is a tightwad."

"I tried to fill up my balloons at his free air stand, and it sucked all the air out of my tyres."

Nebraska Awgwan.

Chauffeur—"Don't stand gaping there—fetch the village doctor."

Peasant—"It's him you have run over."

TO IMPROVE PARK ROAD.

More than 15 miles of the highway in Yosemite Valley, California is to be improved next spring.

VIBRATION CAUSES.

Useful Suggestions.

BY ISRAEL KLEIN.

Vibration is one of the faults arising in the moving parts of the car, that makes driving uncomfortable.

The primary seat of vibration is in the engine—the crankshaft especially. But engineers have succeeded in cutting this down almost to a minimum. They have added bearings to keep the crankshaft from whipping. They have shortened the shaft as much as possible, and in one or two cases have added a flywheel in front, to prevent torsional or a twisting vibration.

The crankshaft nowadays is silent and smooth in comparison with that part only a few years ago.

Other forms of vibration, the more troublesome kind, come from looseness among the parts of the chassis.

The wheels, especially, furnish considerable trouble of this kind if they aren't kept aligned and tight.

Loose bearings will cause wobbling wheels and a vibrating car. Loose steering gear connexions will cause wheels to wobble and the car to chatter.

Any fault in the moving mechanism of the car that produces a wave-like motion locally will carry this through the entire body and set up a corresponding wave-like or vibrating motion of the automobile.

In an exceptional case, the bolts holding together the fabric discs of the universal joint worked loose. That loosened the entire joint so that it set up a vibrating motion and imparted it to the entire car. It was so decidedly annoying, especially when the engine wasn't pulling against a load, that it nearly knocked the driver out of his seat.

The answer to such cases of vibration is to keep the chassis parts tight. The wheels should be jacked up and tested for looseness. The steering system should be tightened up against undue play. The engine block should be bolted down tight.

Every bolt you find holding a moving part to the chassis frame should be tightened every so often.

Even the spring clips should be tightened, for undue springiness also sets up a vibration beyond that required to ease the effects of road roughness.

Sometimes you may find yourself swinging along up and down, as you sail over what seems like the smoothest road in the world.

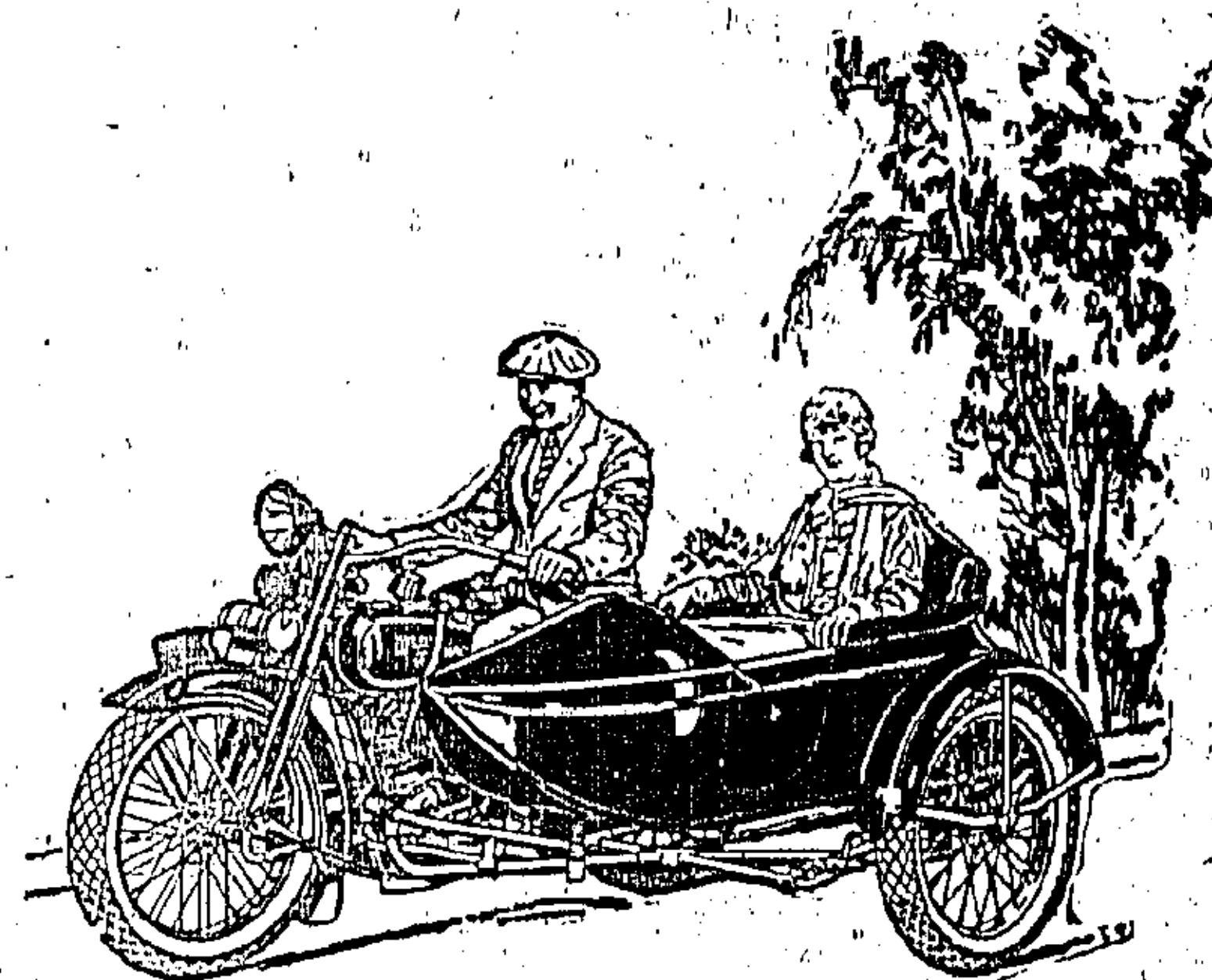
That road, however, isn't so smooth as to prevent the setting up of a wave-like motion of the automobile. This arises when the engine is purring along at a rate that coincides with the frequency of the slight but regular indentations in a smooth road. When the engine frequency and the road frequency harmonize, vibration sets up.

Sometimes this swinging seems delightful, but at the same time it is harmful to the car, and hastens the type of vibration that isn't so pleasant.

The remedy is to slow down a bit, until the swing is lost and vibration ceases.

TWICE AS MANY AUTOS.

California's registration of automobiles has nearly doubled in four years. In 1922, 883,649 vehicles of all classifications were registered in the state, while licenses were issued on 1,633,638 vehicles by the last day of 1926.



CLASSIEST MOUNT ON THE ROAD.
THE NEW "STREAM-LINE"

A New Shipment of Harley-Davidson single side-by-side valve, overhead valve and Big Twin Combinations, arrived by the s.s. "Empress of Canada."

PLACE YOUR ORDER EARLY.

Ask us for a free Demonstration Ride. Get the facts about our Pay-as-You-Ride plan.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)

Telephone K.1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.



Mobiloil

Make the chart your guide

"A man may never find the right girl for his love, but he can surely find the right tobacco for his pipe if he keeps on looking."

Kipling wrote that statement before the age of motor cars. Yet, he might have been describing a certain group of motorists of our own day.

These few motorists are the "keep on looking" experimenters of the automotive world. They are forever trying a new oil—confident that some day they will chance upon the right one.

But there is no reason why the quest for the right lubricant should be an endless Pilgrim's Progress—full of sorry mis-steps and costly guesses.

Thousands of motorists, three out of four in fact, use Mobiloil, and know that the Mobiloil Chart represents the experiments of a Company that has specialized in lubrication for sixty years. It contains the findings of the Mobiloil Board of 42 Engineers. It has the approval of 602 automobile manufacturers.

Mobiloil research and Mobiloil science have done away with the need for personal experiments. On the Mobiloil Chart the owner of any make or type of car will find a grade of Mobiloil that fits his engine exactly.

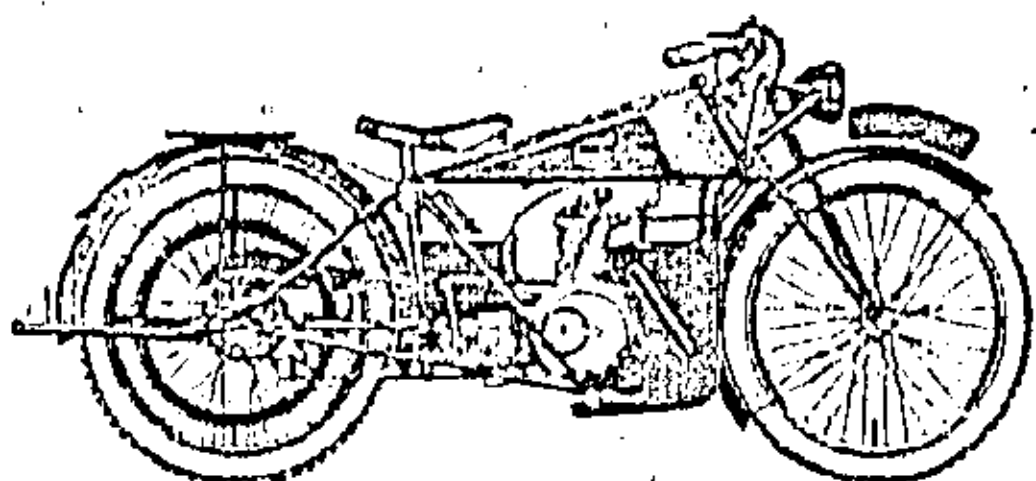
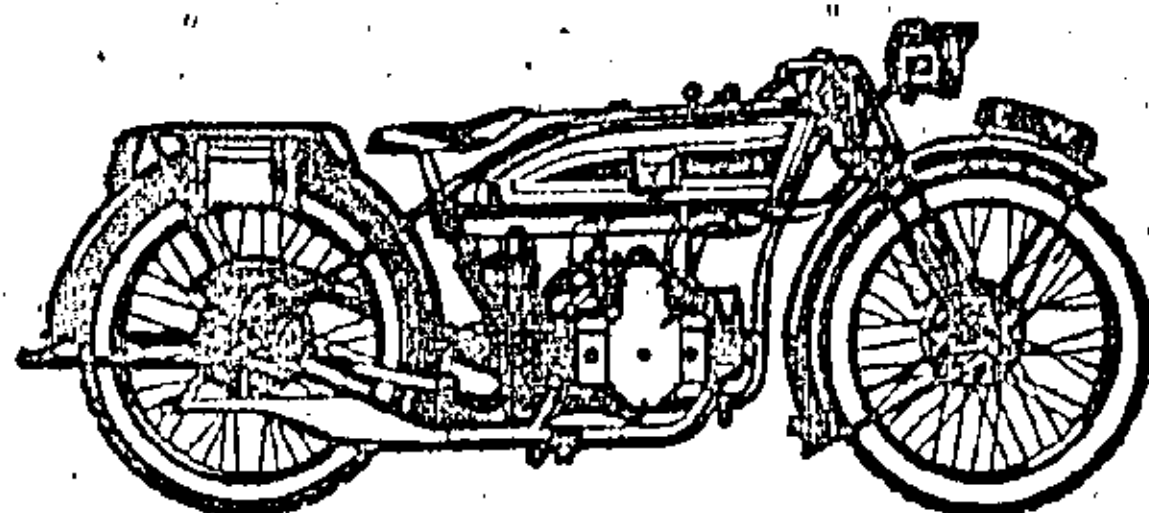
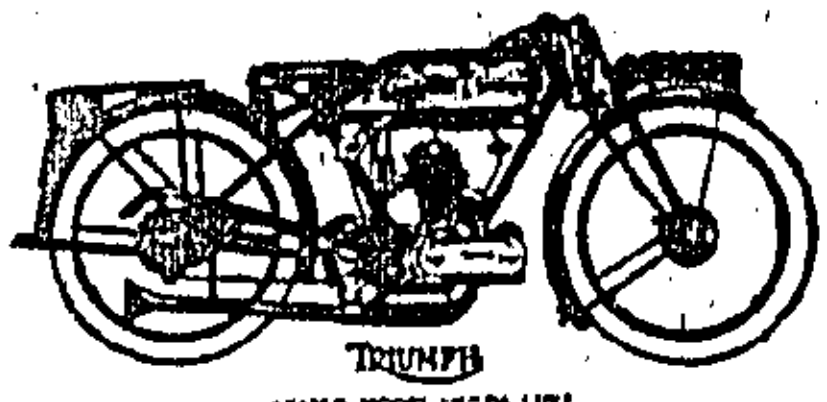
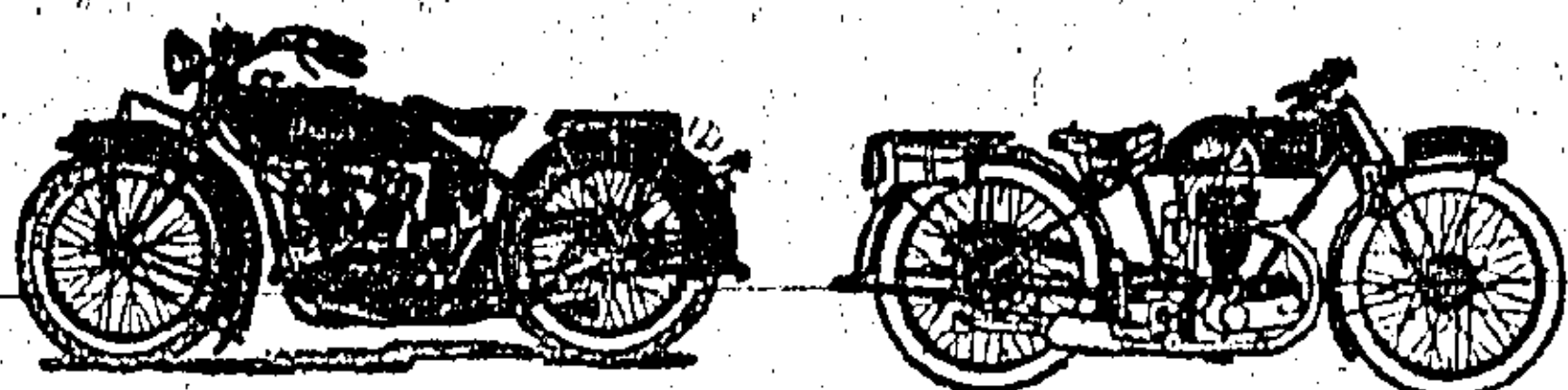
Experimenters, dyed-in-the-wool explorers—don't take our word for the rightness of Mobiloil. Prove it to your own satisfaction by filling the crankcase of your car with a fresh supply of the correct grade of Mobiloil. The unique rightness of Mobiloil will bring a happy ending to your pursuit of the perfect oil.

VACUUM OIL CO.



A MOTOR CYCLE?

Then Go To ALEX. ROSS & Co. (China), Ltd.



THEY have the best lines in Hongkong.
THEY guarantee their cycles.
THEY give you three months free service.
THEY give the Purchaser the best deferred terms.
1/4 Down, balance to suit buyer.
Where can you get more for your money?

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DOUGLAS,
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Motor Cycles**

(STOCKS CARRIED)

ALEX. ROSS & Co. (China), Ltd.

Sub. Dealers

KOWLOON MOTOR CAR & CYCLE EXCHANGE CO.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH

IS YOUR BATTERY GETTING ENOUGH CHARGING?

The Answer to the above question is "No," in the case of very many cars, especially those which are chiefly used for town driving and much of this in the evening. The batteries of such cars give out more current for lighting and starting than is sent into them by their generators and thus they gradually become more or less discharged. Difficult starting of their engines and dim lights are the results. If a hydrometer test or its failure to function properly indicates that a battery is not keeping charged, during this period of long lighting hours and short drives, the obvious remedy is to see that it receives more charging current and at the same time to economize on the use of lighting and starting current. Generators are provided with means for increasing and decreasing the strength of charging current which they supply to their batteries and it is common practice to adjust this charging rate lower for summer and higher for winter driving. Changing the position on the generator commutator of the third brush is the usual means for varying the charging rate, this brush (the one between the main brushes and feeding the field winding) being moved slightly in the direction of commutator rotation to increase and in the opposite direction to decrease the volume of charging current. This adjustment is made by loosening the screws which position the third brush holder, sliding the holder in its slotted ring and relocking it. Usually the commutator enclosing band must be removed, to get at these parts. Under no circumstances should charging current (as indicated by the ammeter with the engine speeded up and all lights off) be increased above the safe output of the generator, as given on its name plate or by the instruction book. Some manufacturers advise that charging rate adjustment be made by a service station rather than by the motorist himself. Before having the charging rate increased, one should make sure nothing is wrong with the battery and that the generator commutator is clean, that the brushes contact perfectly and that there are no loose or dirty connections anywhere in the charging circuit. Increasing the charging rate for winter usually implies decreasing it when summer comes.

IGNITION-COIL TROUBLE.

Question:—I have had two ignition-coils burn out on my car within the last month. Is there anything wrong with the electrical system of the car, do you think, or is this simply a case of hard luck? Both of the coils were of the — make.

Answer: First-rate coils like these, very seldom give out unless their insulation is subjected to excessive strain or unless dampness has penetrated the case and affected the windings. Are you sure that the resistance unit, in the primary circuit of the coil, has not become short-circuited? Sometimes this happens and this throws an extra load on the coil. Leaving the ignition switch on, with the engine not running, may also damage a coil. Sometimes the generator voltage runs abnormally high, due to high resistance of the battery circuit and this may break down coil insulation. A coil which has no safety spark-gap, may be broken down, if any of the plug cables become detached from their plugs.

ENGINE NOISES AT ACCELERATION.

Question:—Please explain the causes of vacuum tank noises, such as pounds and knocks, which occur when one "steps on the gas."

Answer: There are no noises, which originate in the vacuum tank, except a hardly perceptible occasional clicking, due to the tripping of the tank mechanism. Knocks and pounds, in the engine, which take place when the throttle is suddenly opened, are due to looseness of bearings and pistons, to the presence of carbon deposits in the cylinders or in having the spark too much advanced. Back-fires in the carburetor also cause "popping" noises, when the accelerator is suddenly operated, when the mixture coming from the carburetor is too lean.

TOO MUCH BATTERY.

Question:—Would two "hot shot" batteries be of any advantage over one, in starting the Ford engine of my snowmobile, in very cold weather? Would their use be injurious to the coils? In using two batteries, should they be connected positive to positive or positive to negative?

Answer: One good, lively battery is all that is required by your ignition system and we do not believe that two, in series, would give any better results. There might also be danger of breaking down the coil condensers of the coil insulation and of burning the vibrator points. However, if you decide to use two batteries, they should be connected positive to negative, to give increased voltage. If your ignition is all right, why don't you try heating the carburetor or priming each cylinder, before trying to start, with a mixture of gasoline and ether, introduced through the spark-plug holes?

"LAYING UP" PROCEDURE.

Question:—What is necessary to do to a car before laying it up for the winter?

Answer: Jack all wheels clear of the floor. Drain every bit of water out of the cooling system. Drain off the engine oil and put in a fresh supply. Put a couple of ounces of fresh engine oil in each cylinder, through the spark-plug hole and distribute this over the cylinder walls by cranking the engine with the starter. Secure the clutch pedal in its disengaged position, with a "prop" made of a stick of wood. Remove the battery where it will not freeze and can be kept charged and supplied with water. Coat all nickel parts with vasoline to prevent rusting.

LARGE OR SMALL CARS.

Big Car Vitality.

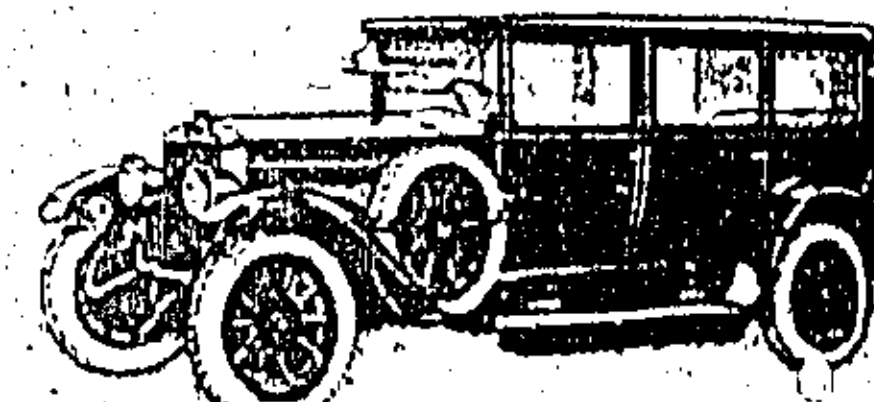
There would appear to be, in some quarters, an impression that the big car is doomed, in that the small car is now so highly developed that fewer and fewer people require anything else. To a certain extent the Press in general rather fosters this view; indeed, efforts have not been lacking to hammer the point home in an emphatic manner. "The Auto-car" does not subscribe to this contention, for all the evidence before us goes to show that, although the small and inexpensive car continues to make unchecked headway—and very deservedly so—there is a constant and even increasing market for the big, powerful car.

FIAT

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Plan of Payment
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arrangement.

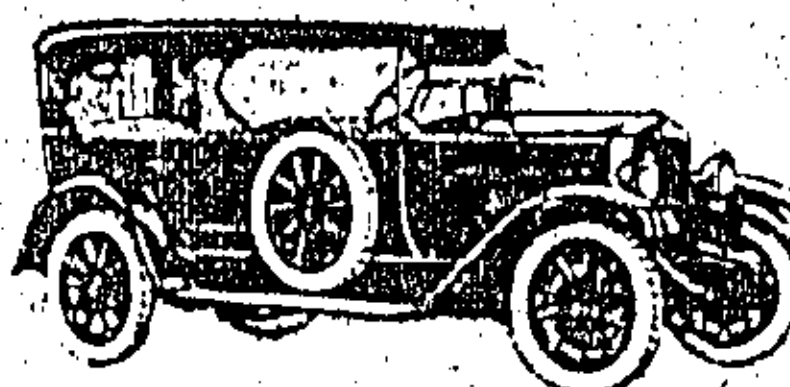
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FOR EVERY CATEGORY OF SERVICE

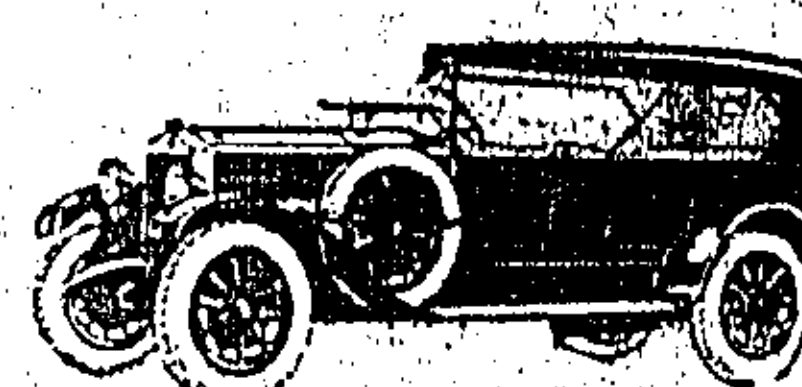


519. 40 H.P.

THE HIGH-CLASS CAR



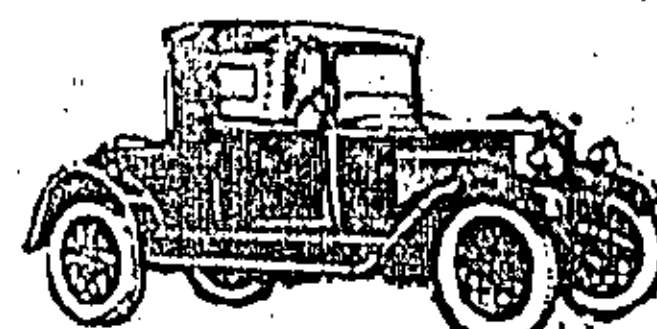
507. 15-20 H.P.



512. 20-30 H.P.

The Cars of
HIGH POWER

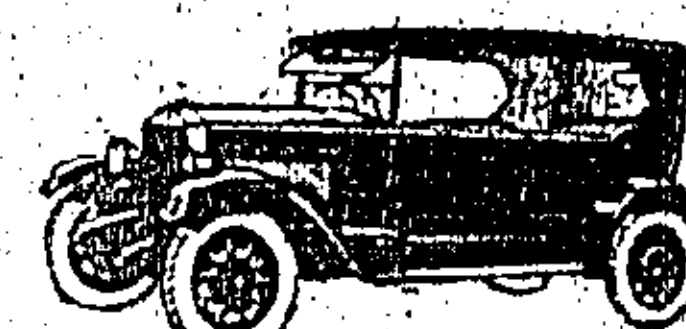
5/7 Seaters



509. 9 H.P.

The Cars of
HIGH UTILITY

4/5 Seaters



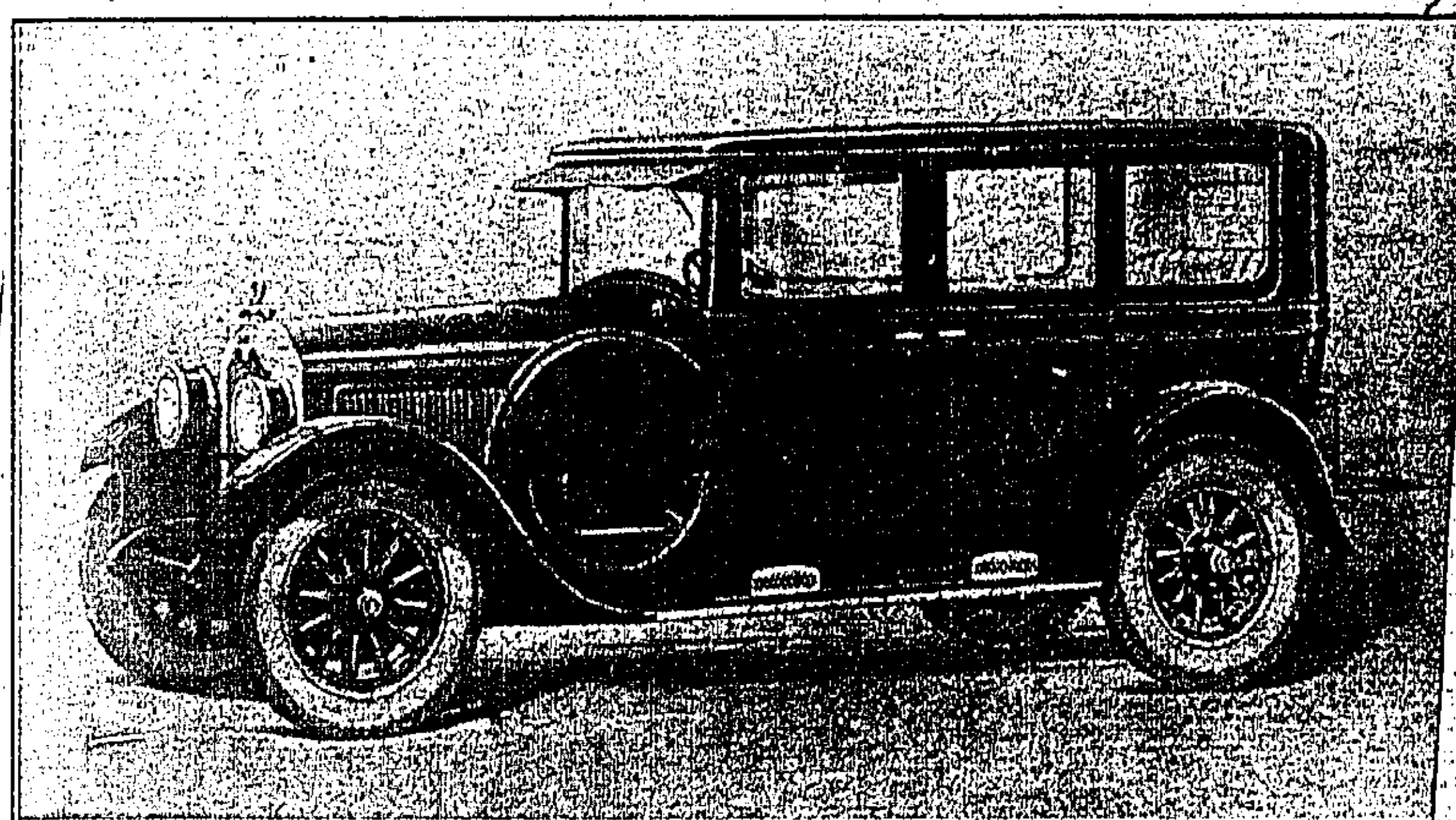
503. 12 H.P.

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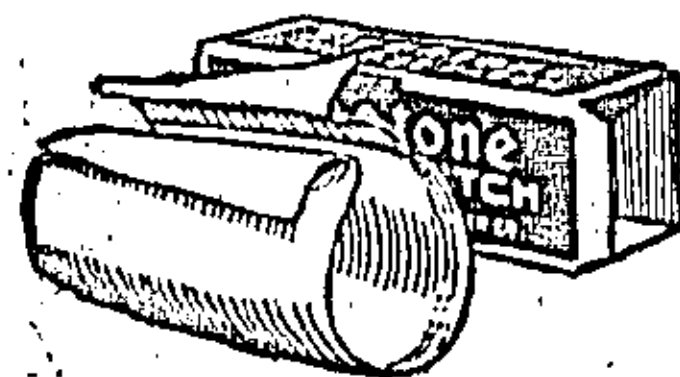
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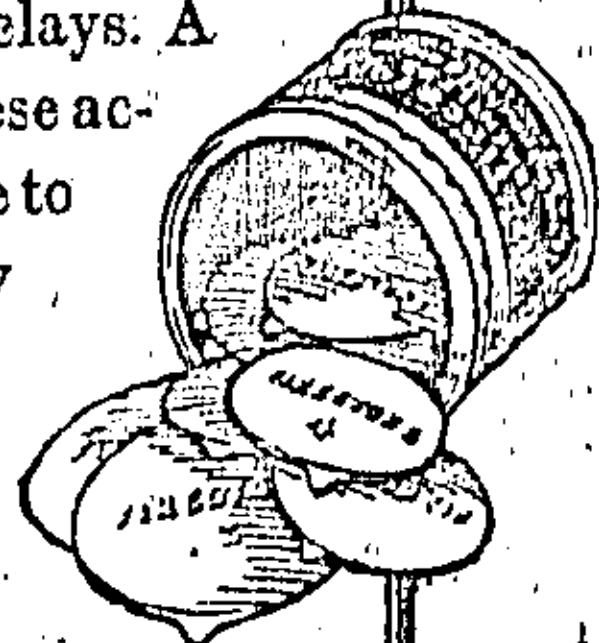
Firestone Blowout Tyre Patches. This handy help is all fabric, light, flexible and strong.



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It is so easy to get an unlimited supply of really Hot Water at any time, that nobody who values comfort should be without one.

Hongkong & China Gas Co., Ltd.

HONGKONG A. A.

(Continued from Page 7.)

paper at the low cost of \$8.50 a year compared to the usual subscription rate of \$14.00. It is hoped that advantage will be taken of this opportunity to get this excellent paper cheaply; applications should be sent to the hon. secretary.

Many complaints have been received in the past year on various matters and these have been promptly attended to. It is hoped that members will forward to the hon. secretary complaints as to conditions of the roads, and suggestions regarding any matters that come within the province of this Association will be welcome.

Our relations with the Police and P. W. D. are most cordial and I wish to express to them our thanks for the courtesy and sympathetic consideration that is always given to any matters we put before them.

In January last we arranged a dinner dance at the Hongkong Hotel for members and their friends. About 140 people were present and it proved a most successful and enjoyable function. It is proposed to organize another entertainment towards the close of the present year.

Failure to Use Facilities.

Last year we made arrangements to enable members to get expert advice about their cars for a nominal consideration, and also advice from our legal advisers for a similar sum. The use that has been made of these facilities has been disappointing and your Committee have decided to discontinue the arrangements as from the end of this year. But it is hoped that something along the same lines can be done which will not prove such a drain on our finances.

New Members.

During the year 106 new members joined the Association, which is satisfactory, but there are very many owners who have not yet done so and in view of the work done for motorists as a whole in addition to the facilities reserved for members only, it is hoped that many more will join. The Committee will always gladly welcome suggestions from members for making the Association of greater use to them.

Our finances are in a sound condition.

Controversy.

In the Daily Press last week "Owner Driver" referred to the growing competition between Electricity and Petrol and went so far as to say that "it seems fairly certain that the electric tram car can no longer compete with the motor bus." This is an interesting problem but I do not regard the statement as correct and in any case each is supreme in its respective sphere; that is, the tram

car where traffic is dense and the cost of laying a tram line is warranted, and the motor bus where the number of passengers to be transported is comparatively small and an infrequent service all that is required to meet the needs of the population. Between these two we have railless trams and petrol electric buses both of which have their merit.

Edinburgh has an up-to-date service of both trams and buses and it is interesting to note the following comparisons:

	Tram	Bus
Speed per hour	8.5	8.25
Miles per vehicle per day	120	110
Working expenses per mile run	12.45d	13.05d
Fare per mile	0.74d	0.64d
Seating Capacity	64	62

A comparison of earnings also favours the tram but I have not mentioned them as it would require an adequate statement of the districts served to enable any conclusion of value to be drawn.

So far as other uses of the roads are concerned, one does know that a tram is going to stick to its lines and not wander about the road. If the road is wide enough passing does not present any difficulty. But on the other hand buses draw in to the side of the road to load and unload passengers and this is a great advantage in narrower streets.

Mr. L.C.F. Bellamy seconded the adoption of the report and accounts, and the resolution was unanimously carried.

Election of Officers.

The election of officers resulted as follows:

President: Commander G.B. Hartford, R.N. (ret.).

Vice-President: Mr. Ho Leung, Committee: Messrs. C.D. Lambert, F. Meade, C. P. Marcel, P.M. Hodgson, G.H. Wilson W.J.E. MacKenzie, A. Stevenson and L.C.F. Bellamy.

Treasurers: Messrs. Linstead and Davis.

Presentation to Mr. Hodgson.

The Hon. Mr. D.G.M. Bernard said he had already referred to the splendid work of Mr. Hodgson for the Association during the five years he had acted as secretary and he did not propose to add to that. In order, however, to mark the esteem of the Association in some more permanent form than mere words, the Committee had decided to present him with a small souvenir, and it was his (Mr. Bernard's) pleasant duty to present Mr. Hodgson with a silver salver and cigarette box in token of their esteem.

Mr. P.M. Hodgson, replying, said that he deeply appreciated the very kind remarks which had been said, and he thanked the Committee most sincerely for their gifts. They were undeserved. When he resigned, he did so with the greatest regret, but he felt he could no longer usefully serve in the capacity of secretary. It was necessary for some-one, he would not say keener, but with perhaps a little more time which he felt he

U. S. MINES

BIG COAL STRIKE LOOMING.

Chicago, April 1. One hundred and fifty thousand bituminous coal miners were prepared to strike at midnight, when the owners of the Central Co-operative field announce that the war time wage scale will lapse. The owners predict a stoppage until the miners' union officials accept the reduced scale. *Reuter's American Service.*

could give to the work of the Association.

Congratulations to Mr. Updell. The Association had been extremely fortunate in persuading the Rev. Mr. Updell to assume the capacity, continued Mr. Hodgson, and if they wanted proof of the work he had done, they had only to observe the greater interest which was being taken in the Association since he had become secretary. The advance had been far greater than it would have been had he remained in office.

The election of Commander Hartford as president was a happy choice, because he was related to Mr. Bernard, and it was only because Mr. Bernard had expressed a wish that some-one else should be elected that a proposal for his re-election was not made. Commander Hartford had always shown a very keen interest in the work of the Association.

Mr. Hodgson again expressed thanks to the Committee for their very kind gifts.

Vote of Thanks.

Professor C.A. Middleton Smith, proposing vote of thanks to the retiring president, the Hon. Mr. D.G.M. Bernard, said that Mr. Hodgson had almost forestalled him. He assured Mr. Bernard of the deep appreciation of the Committee at the very keen interest he had shown in the work of the Association.

Professor Middleton Smith referred to the controversy between technical men over electricity and petrol. Then technical people there were no more controversial people in the world. At the same time it was to be hoped that electricity and motors would be developed to such an extent that they would be driving their own electric motor-cars.

The speaker also thanked Mr. Ho Leung for the valuable work he had done in bringing more members of the Chinese community into the Association.

He also threw out the suggestion that lectures on the troubles with which motorists are apt to meet might be arranged on somewhat the same lines as those of Mr. C. D. Lambert a few years ago.

Professor Middleton Smith proposed a vote of thanks to the Hon. Mr. D. G. M. Bernard and Mr. G. H. Wilson seconded.

Mr. Bernard suitably replied.

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Whiteaways Sun Helmets are noted throughout the East. Specially made in our own factory in Calcutta from good quality pith, with good coverings, and well finished. Our helmets are ABSOLUTELY SUNPROOF. Beware of imitations!



THE "CIVIL SERVICE"

A compressed pith topoi modelled after the Hawkes styles, and covered with good quality drill, with muslin pugaree to match. A light cool and comfortable hat available in White or Khaki, with pugaree to match.

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THE "TENT CLUB" PIGSTICKER TOPEE

Shape as sketch made from best Bengal pith and covered with English Khaki drill. English long chinstrap and stainless headband. Fitted anti-concussion straps. Inside crown lined Calico.

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"SOLA PACA" TOPEE.

A Polo shape, constructed from extra light Fawn, or Solero shade, with pugaree to match. Fittings of best English leather. Weight only Six Ounces.

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OUR SPECIAL STAN TOPEE

Made from specially compressed Bengal pith covered with deep es-sorotte with pugaree. English stainless headband and inside crown lined.

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Boys' Topees From

In all the above shapes. Infants', Girls' and Ladies' Topees. All Sizes Now In Stock.

Infants' \$2.25
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SPECIAL DISPLAYS OF NEWS FOR EASTER

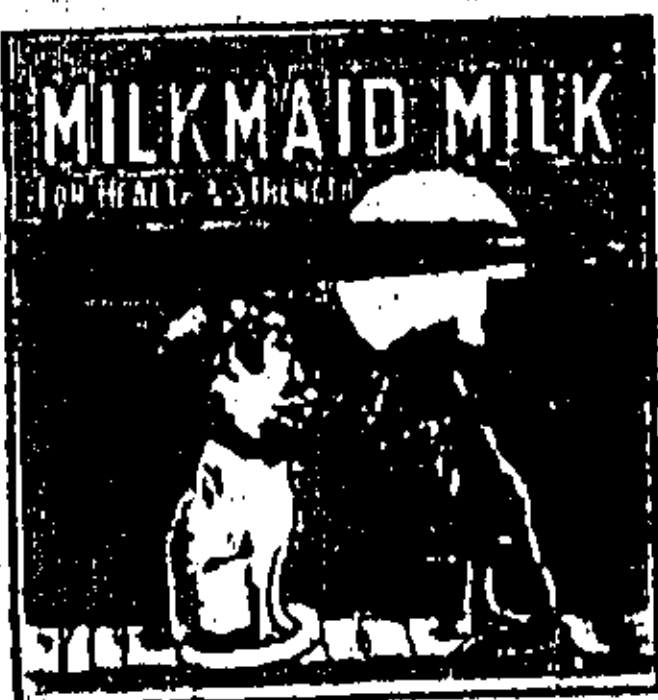
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ECONOMIC NECESSITY.

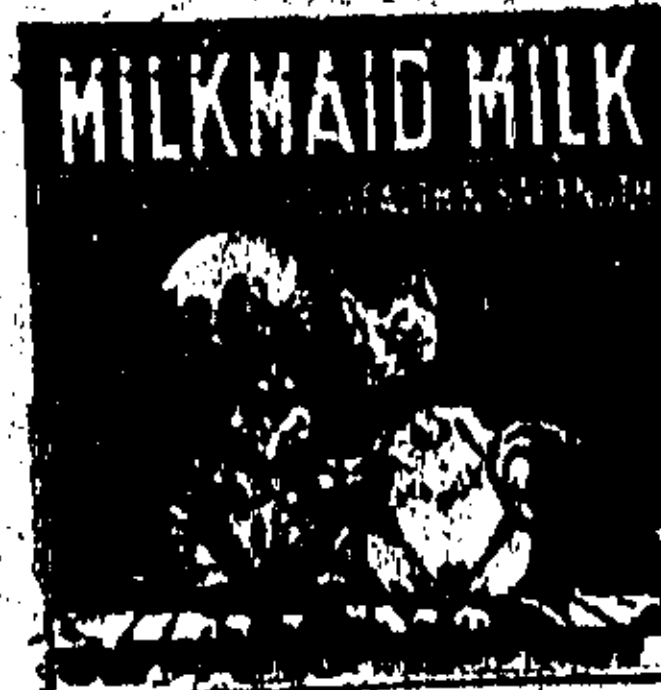
"YOU FLAPPERS HAVE HAD YOUR DAY — THE OLD-FASHIONED GIRL WHO CAN DO SOMETHING HAS YOU BACKED OFF THE BOARD — YOU-IN YOUR SHORT HAIR — SMOKE, FLASKS, PAINT — N' PRACELETS"

"YEH! — BUT — I ASK YOU NOW, WHAT —"

"WOULD THE MORALISTS N' CARTOONISTS DO WITHOUT ME?"



WOMAN'S WORLD



Pictured is a straw model of rose pink punta straw. At the side, flattened against the crown, are carnations made of rose pink and deep red feathers.

NEW BEAUTY CODE.

THE FACIAL DAILY DOZEN.

"Exercise your face" is the motto of a new cult of beauty in London. The instructions include:

Exercise your face in the tub, the train or the car. Never lose an opportunity to work facial muscles.

Pout the lips as often as possible. This keeps the lips full and long and helps to charm away lines of the mouth.

Smile whenever you have a moment, but do not on any account allow the eyes to smile too. Roll your eyes. Give the 'glad to the whole world. Few realize that the beauty of eyes is only maintained through exercise.

Sniff. Only those who are continually sniffing will develop fine, sensitive nostrils.

Do not be afraid to bite. Biting and chewing develop the muscles of the jaw and give that clear, straight line to the profile."



ainty design in flowered silk or printed velvet.

SPRING FASHIONS.

ON THE RIVIERA.

The new spring dresses are exceedingly chic and attractive. Every known shade of blue is in evidence, through the run on Bordeaux red seems on the increase.

At the present time the ideas of our leading designers seem to run on "red-white-and-blue." This is for the near future; at the immediate moment beige still reigns supreme, and side by side with beige we have smoke and squirrel greys.

The Craze for Matching in Dress. The "ensemble" idea is still ubiquitous, but things are going to match with a difference. Handbags, shoes, hat, umbrella, material and linings—all must show that they are related, even closely related.

Not Particularly Economical.

This idea is very Parisian, and it cannot be said to make for economy.

Gone, for the moment, are the days when a black or dark blue suit could be regarded in the light of "general utility"—worn with any hat and accompanied by any handbag or stumpy umbrella.

Jumpers.

Cape de Chine jumpers are made novel with sleeves set in with honeycombing pleating at the armhole and flat gathers.

It is amusing to see that soft woolly jumpers are actually in vogue again. They are accompanied by small scarfs, often not more than six inches wide and eighteen inches long.

The fad for jumpers that appear to have been fitted together with odd pieces of material has supplied an opportunity for clever designers: A new sense of line is obtained with sections fitting one into another.

The smartest necks are square, and V-shaped affairs, with sloping revers, but no collar, are also seen.

The Victorian Bertha.

A pretty girl—a professional dancer from Cannes—wore a robe de style made of bottle green taffetas; the skirt was plain and full, while the bodice was distinctly Victorian, with a plicated lace bertha glittering with fine diamante embroidery. This rather fantastic frock had been shown in Paris at one of the recent openings, and it made quite a sensation. It remains to be seen whether the robe de style will really catch on.

Narrow band brassieres can now be purchased in an assortment of colours including nude, light green, yellow, pink, turquoise, beige and black. Slender figures seem to prefer the combination of band brassier and bloomers or stop-ins to other types of lingerie and the latest idea is to keep these garments in colour harmony with the frock.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN.")

London, February 24th 1927.

First of all let me hasten to point out that I have fulfilled my promise to have that attractive pyjama suit sketched for you. I have said all the necessary things about it already, but for the benefit of those who may have forgotten, I will repeat that they are of pink crepe de chine, and much more effective than the average "nightie". In addition to which they can be laundered quite easily, in spite of their ornate appearance, for the pleats are not really of accordion persuasion, but "fixed," and therefore much more easily ironed.

I have also selected a nightdress for the home needlewoman, as a set-off against our rather ornate and somewhat expensive "pyjamas".

This attractive little garment is of coloured crepe de chine, a very important part of the scheme obviously being the yoke and side-panels of coarse ceru lace. Groups of the fashionable pin-tucks at front and sides regulate the fulness; and the sash, fastening in front, is really a sash, made of hemmed crepe de chine, and not ribbon. Apart from the economical aspect of this sash, it is more effective than ribbon for the type of garment sketched. So to the "home-needlewoman" I suggest three of these little nightdresses—one pink, one blue, and one mauve—as an addition to your holiday "trousseau."

What do you think of the other sketch—a frock of printed velvet—or flowered silk, whichever you prefer—trimmed with plain bands? You will note the charming collar effect, the sort of arrangement that makes the old look young and the young look younger. The rest of the gown needs no description from me. I notice the artist who sketched the model says it is composed of the material and plain bands only.

Is That So?

I promised to tell you something about renovating lampshades this week, and you will perhaps be surprised to find that I "touch upon" the subject under the heading usually reserved for social news; but the fact is that lampshades are by way of becoming a fashion, and consequently admissible as items of news. So many "smart" people are painting their own lampshades on vellum; or if they cannot paint, then they are stencilling them. Anyone can stencil, you know, therefore, I recommend you just to buy one, or two vellum shades—quite cheaply—and a stencil outfit, and try your hand at turning out perfectly wonderful shades of all shapes and sizes. You will find it a fascinating occupation, not to say hobby. Somehow or other, I never care much about the word hobby, because it always conveys to my mind, at least—the idea of someone doing or collecting,

with super-human enthusiasm, something which is never likely to be of use to them or anyone else! And these lampshades certainly do not come within this category.

The Street of Adventure.

My two last books have been "Her Italian Husband," by Olga King-Hall (Hutchinsons) and "The Secretary of State," by Stephen McKenna (Thornton Butterworth). The first-mentioned writer is Lady King-Hall, mother of the young authoress of a book which aroused a good deal of excitement—"The Diary of a Young Lady of Fashion," purporting to be written by someone who lived in a bygone period, and being so excellently done as to "spot" even the critics. I should not expect Lady King-Hall's book to cause a conflagration on the Tiber, but it is quite readable, albeit the heroine is distinctly annoying; for I have never had any use for vacillation, being one of those people who consider well-directed and purposeful vice preferable! As to "The Secretary of State," if you like McKenna, and politics, and love (with an uncanny insight—for a man—into feminine psychology on the subject of love) you will enjoy this book, which, incidentally constitutes the second part of "The Realists." Mr. McKenna may attack more importance to politics than we do, but he is never never dull.

THIS WEEK'S RECIPE.

CHOCOLATE TARTLETS.

Grate 4 ozs. of chocolate and boil it until smooth in 1 gill of milk. Beat up the yolks of eggs and stir the chocolate milk gradually to them, add 2 ozs. of sugar and stir over low heat until the eggs begin to thicken. Add a teaspoonful of vanilla essence and cool the mixture.

Line about 12 tartlet tins with short crust pastry and three parts fill them with the chocolate mixture. Put the tartlets into a baking tin and bake in a fairly hot oven until the pastry is cooked—about 15 minutes. Cover with a meringue made from the stiffly whipped whites of the eggs sweetened and flavoured with vanilla. Sift caster sugar over and return to the oven to brown the meringue slightly; serve cold.

DO YOU WEAR SPECTACLES?

SOME SPECIAL HINTS.

Don't, if your eyes need aid, adopt pince-nez. They are never worn now by the woman who has any claim to smartness, for they give a much older look to the face than spectacles in horn rims. Besides which the wearing of pince-nez encourages a permanent frown on the face, and always makes an ugly little mark on the nose. They also spoil the beauty of the eyes, which invariably look smaller behind pince-nez than behind a pair of horn rims.

If your face happens to be round and too plump for beauty let the horn rims be of a dark shade of horn; of, on the other hand, the face is too long and too thin, then choose a light coloured horn frame for your glasses.

And be very careful to see that the bridge attachment fits comfortably. If it be too big for the bridge of your nose your glasses will slip continually, which, besides being uncomfortable and bad for the sight, will make them decidedly unbecoming. At a good optician's great care is always taken in fitting a frame for the lenses, as the optician is fully aware of the necessity for a perfect fit if comfort is to be obtained.

And for the sake of your sight never allow your glasses to become cloudy. It is a good plan to keep a small acent spray filled with rectified spirit and spray a drop on each lens before polishing. Opticians invariably polish lenses in this way: It is the easiest and the most effective.

OUR SPORTS CLOTHES.

Sports clothes, although one seems to state nothing but this engaging fact, outnumber every other type of garment. They are even more important than evening dresses to the average woman.

Jumpers may be dressy, sporty or merely straight and untrimmable, but there is invariably a baffling simplicity about them, which can be traced to a loving regard for line.

A new phase of the stripe effect is carried out in alternate bands of stockinette and silk fabric, or, lighter still, silk and crochet.

Stripes to be really smart are broken in design.



This nightdress will appeal to the industrious home-needlewoman.

An artful use of pink and purple is made in some French evening frocks. The paler shades of pink and the violet tones of purple are exquisite in combination, but trying for any wearer but the woman of fair clear skin. A simple gown of plum-coloured flat crepe is suggested having for trimming only a girdle of flat velvet flowers in the zinnia shades of red, cerise and purple. For the debutante nothing could be more fetching than a dance frock of pale blue flat crepe, trimmed with pink lace in long, free loops about the skirt and surplice neck.

WRISTLET POSIES.

ON THE FROCKS.

The ubiquitous buttonhole is being put to a new use. Among the most up-to-date dress notions is that of fixing a flower to the wrist of the long, tight-fitting sleeve, which is seen on nearly all afternoon dresses of the moment.

A cyclamen crepe de chine frock, worn by a popular hostess the other day, was made very plainly, and had tucked fitting sleeves reaching to the wrist.

The only trimming consisted of an amethyst buckle at the waist and huge chiffon velvet flowers of rich violet hues decorating the sleeves. These flowers were fixed at the extreme edges, so that the soft, rounded petals rested over the wearer's hands.

Such big velvet flowers, which have been worn as coat buttonholes by many women lately, are the most popular example of this new mode of trimming.

A warm beige-coloured frock with long sleeves gathered at the wrists had the latter finished with Victorian posy buttonholes of rosebuds and forget-me-nots.

Trimming afternoon dresses with artificial flowers is quite a new idea, since such decoration hitherto has been reserved for frocks intended for evening wear.

NOVELTIES.

Prune-coloured patent shoes are trimmed with brown lizard in triangles, which is repeated on the flap of the prune-coloured patent leather bag to match.

Woven string belts in three colours are sold with a narrow hat band to match for sport wear.

Felt sports bags are the latest thing. For golf, smart women wear little "tennis" socks over their sports stockings. Naturally they are both designed to match.

For hard work such as shopping there are useful bags of kid which, besides holding the usual odds and ends, have a place for a small umbrella and another compartment for little parcels.

Shirred-crowned black taffeta hats, faced in white taffeta, are smartly combined with black and white costumes at present. Many women place the same faith in the silk hat as they do the silk frock, since both of these items can be worn the year around whereas straw hats and georgette frocks have only a seasonal quality.



This hat is a chiffon model, the upper part being of figured chiffon, and the facing of salmon pink which sheds a flattering glow over the features.

TEA-CADDIES.

SOME OLD AND NEW EXAMPLES.

Among the other revivals of the past we are reverting to the old-fashioned tea-caddy, or its modern equivalent.

A prized possession, of course, is a mahogany Georgian caddy, beautifully made, and veneered in fine woods, ivory, or tortoiseshell, with lines of silver or gilt. These eighteenth century pieces are of exquisite workmanship, since they were often designed to display in miniature the skill and imagination of young cabinet-makers and apprentices. Nowadays we should probably call them exhibition pieces.

Quaint and Pretty.

Many are adorned with small coloured engravings under glass, Wedgwood medallions, or glass cameos, and always there is a lock for a key. Inside, in its original form, the antique caddy was divided into two compartments, one for black and the other for green tea. The tea-maker blended them according to her taste.

There is sometimes a third division for a sugar-basin and a space for the characteristic, spoon-like caddy spoon, which was about three inches long, with a wide bowl.

Original Shapes.

Bottle-shaped caddies, or tea-pots, as they were called, were also used. They were of Staffordshire china, Copenhagen or Chinese porcelain, and silver. A complete tea-pot had a lid, but it is not often that a genuine example is now to be found with lid intact. Modern copies, however, are very attractive. One of the several-sided, vase-like caddies with screw-top, in silver-plate, looks neat on the tea-tray with its burden of other silver and plated things.

Old lidded vases, druggists' jars, Chinese ginger jars and other picturesque pieces make excellent caddies if one is fascinated by the antique.

Something up-to-date in the absolutely modern is an automatic measuring canister especially for tea, as well as coffee, and such commodities which require careful and exact measurement.

Youthful frequenters of New York clubs and dancing places are setting a new silhouette mode. These gay young things are either wearing period frocks with full duffy skirts and slender bodices or tightly fitted sheath lines which outline their half-developed figures. One sees more sheath gowns than period types worn on sophisticated girls. Beaded sheaths fitting snugly over the line, nipped in at the normal waist line and drawn snugly over the hips ending in very abbreviated skirts are recent additions in flapper styles. Many girls are wearing black fitted sheaths and when dancing among well-formed women they look like small ants.

CORAL FLOWERS.

There are numbers of experiments in the realm of artificial flowers which are entirely unattractive, but the latest notion, although horribly expensive, will delight every woman. We find the loveliest specimens of roughly cut coral (like the quaintly strung chips which we wore as children) packed closely together and fashioned in the form of trees. As flowers for these little trees we find crystal drops. Glass, roughly turned while it is still hot, is used for a base. Other plants are fashioned with polished crystal and jade, a small coral being used to simulate stamens, but whatever stone is utilised the wavy effect of intertwined branches is always seen.

China flowers have certainly caught our fancy. Instead of a genuine hyacinth we can buy a china specimen. Even the leaves are of china, as is the little pot.

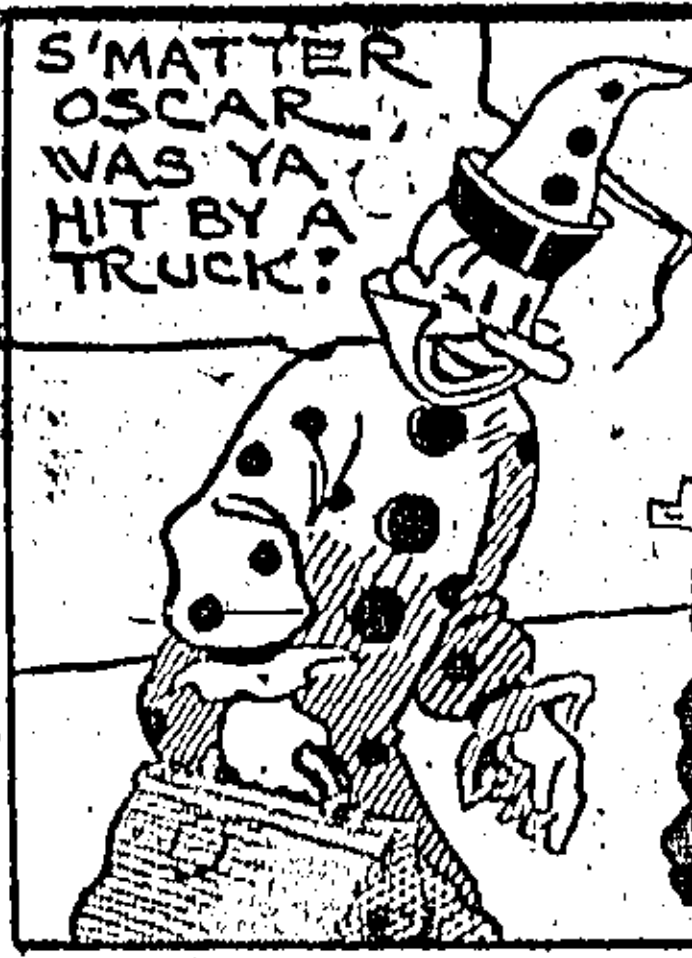


Charming pyjama suit of pink crepe de chine, as described by "Joan."

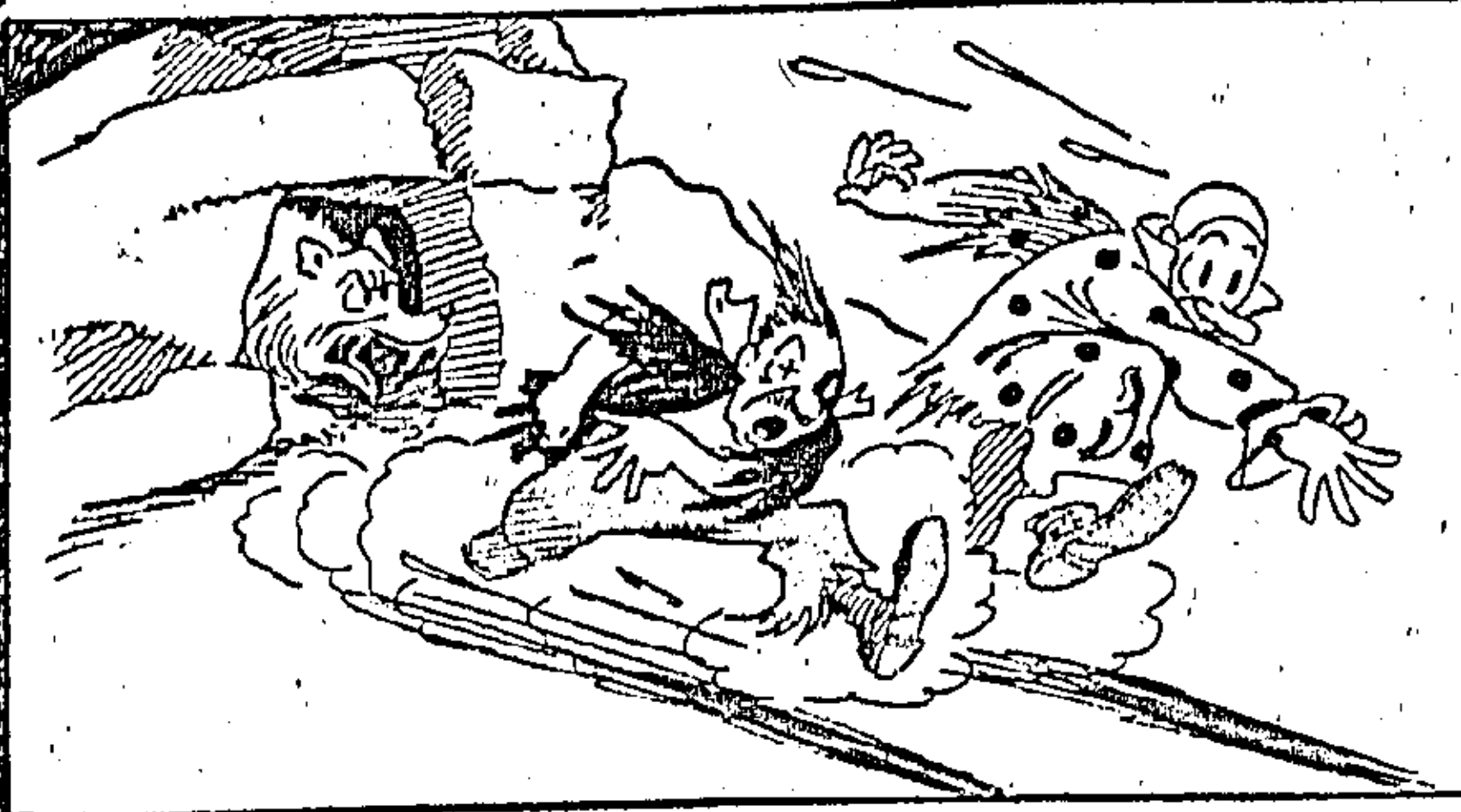
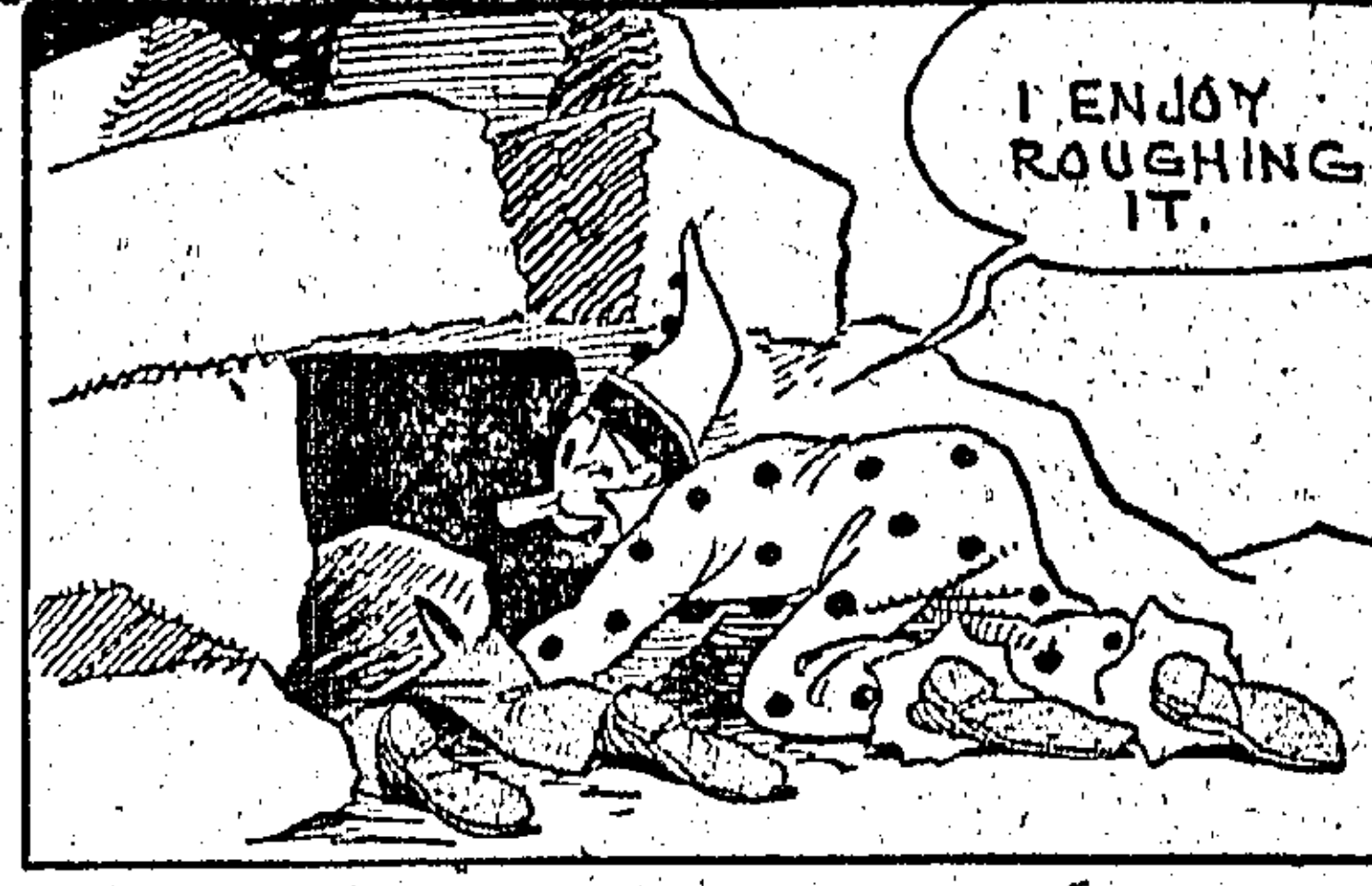
Jo-Jo the jester

By Jim Lavery

S'MATTER
OSCAR
WAS YA
HIT BY A
TRUCK?



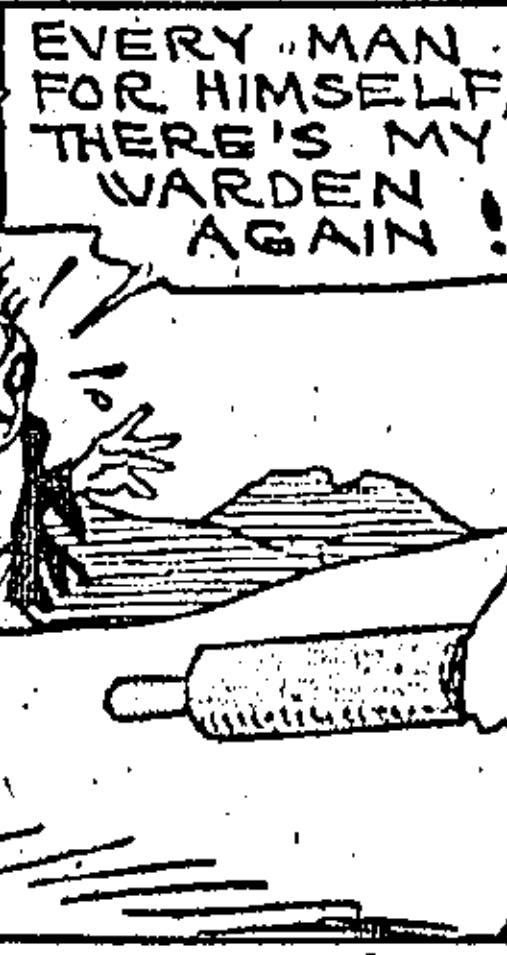
JO-JO, I'M SORRY I INVITED
YOU UP FOR TH' WEEK END,
TH' WIFE AND I JUST HAD
A FIGHT, BECAUSE I TOLD
MY MOTHER-IN-LAW WE WERE
GONNA MOVE TO CHINA—THERE'S
NO HOTEL HERE AND
NO TRAIN TILL
MORNING, BUT I
KNOW A NICE WARM
CAVE WHERE
WE CAN STAY
TONIGHT.



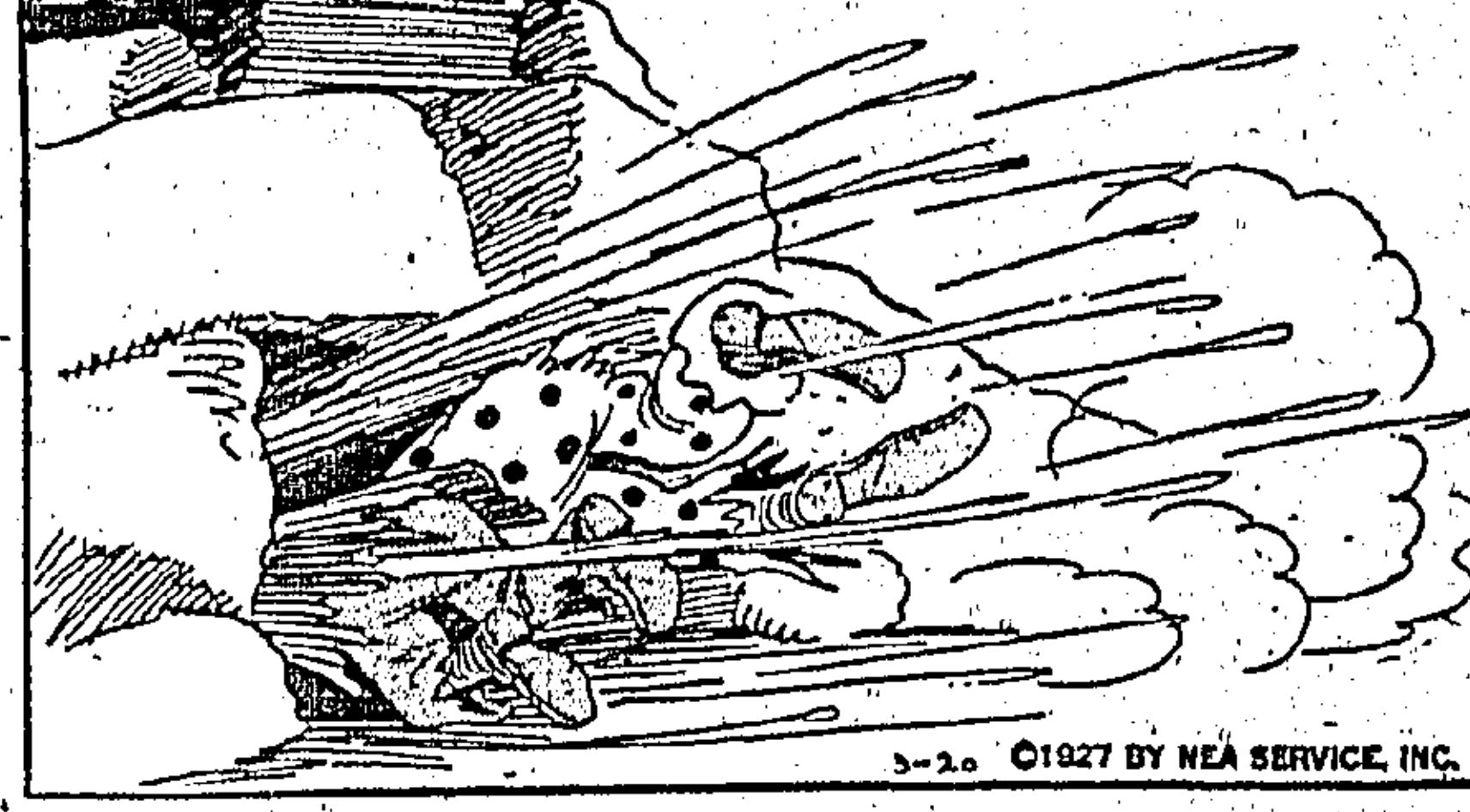
WHAT'LL
WE DO
NOW?



EVERY MAN
FOR HIMSELF,
THERE'S MY
WARDEN AGAIN!



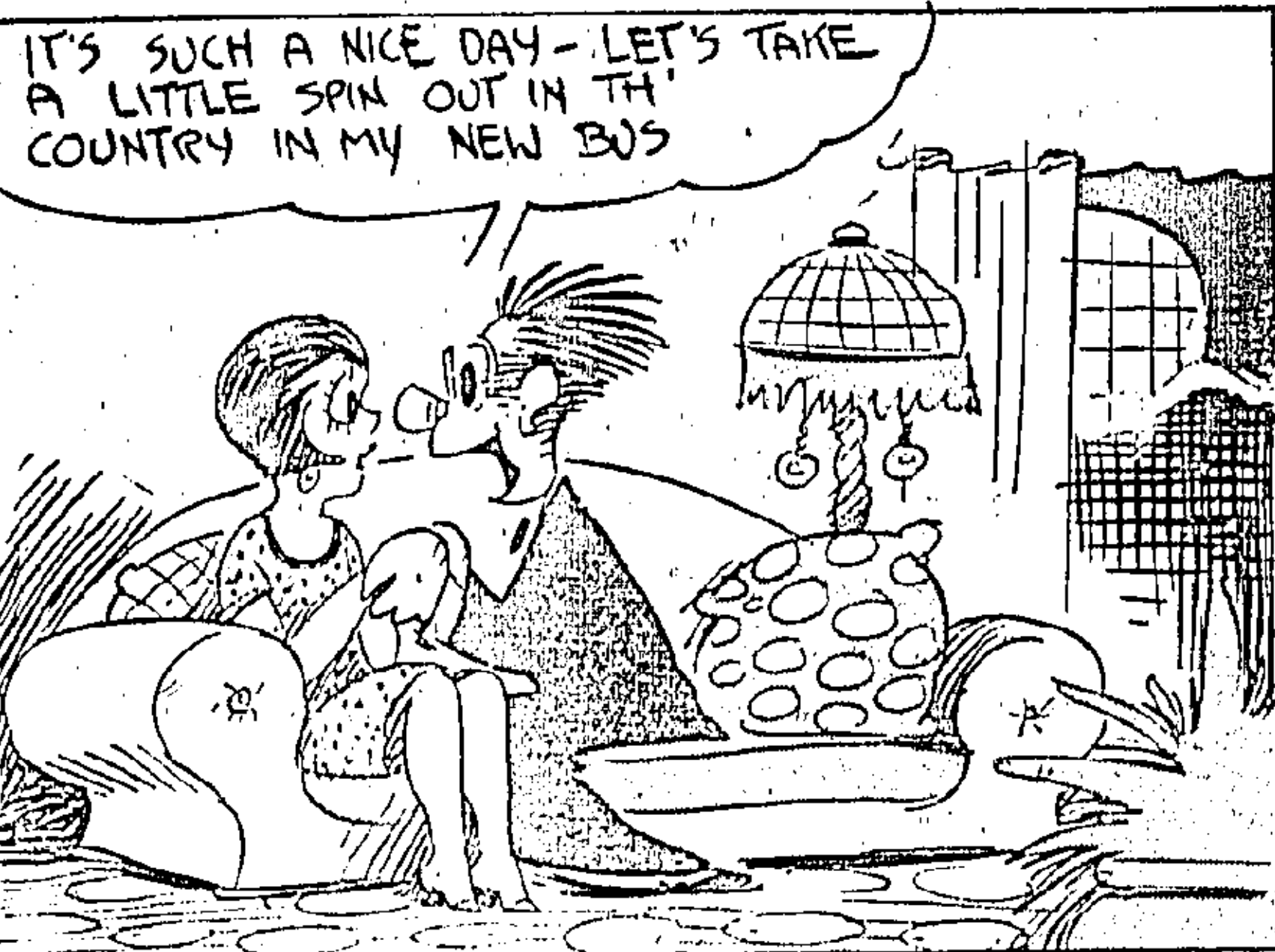
AH, YOU WORM,
SO THERE
YOU ARE!



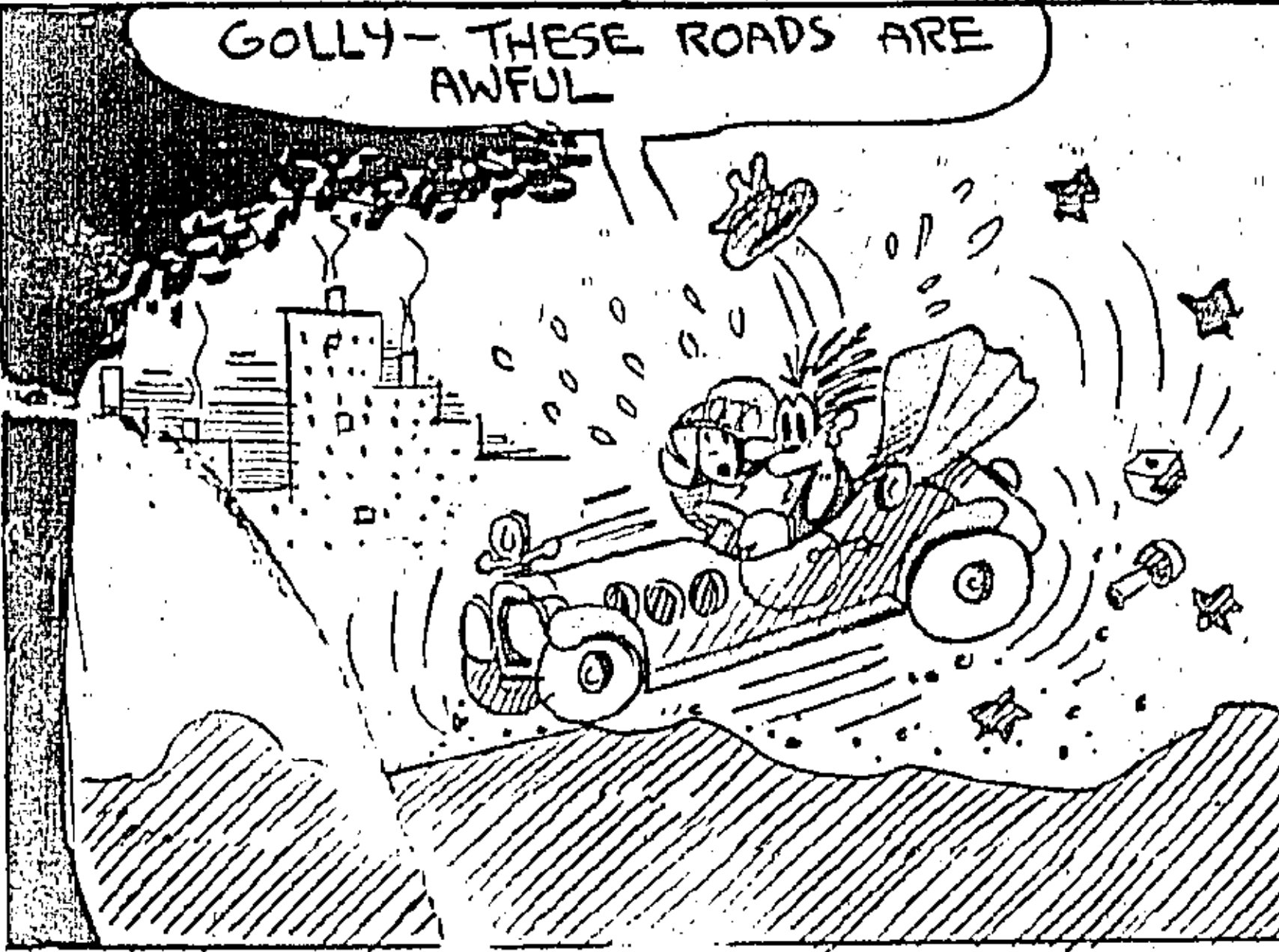
3-26 ©1927 BY NEA SERVICE, INC.

SALESMAN SAM

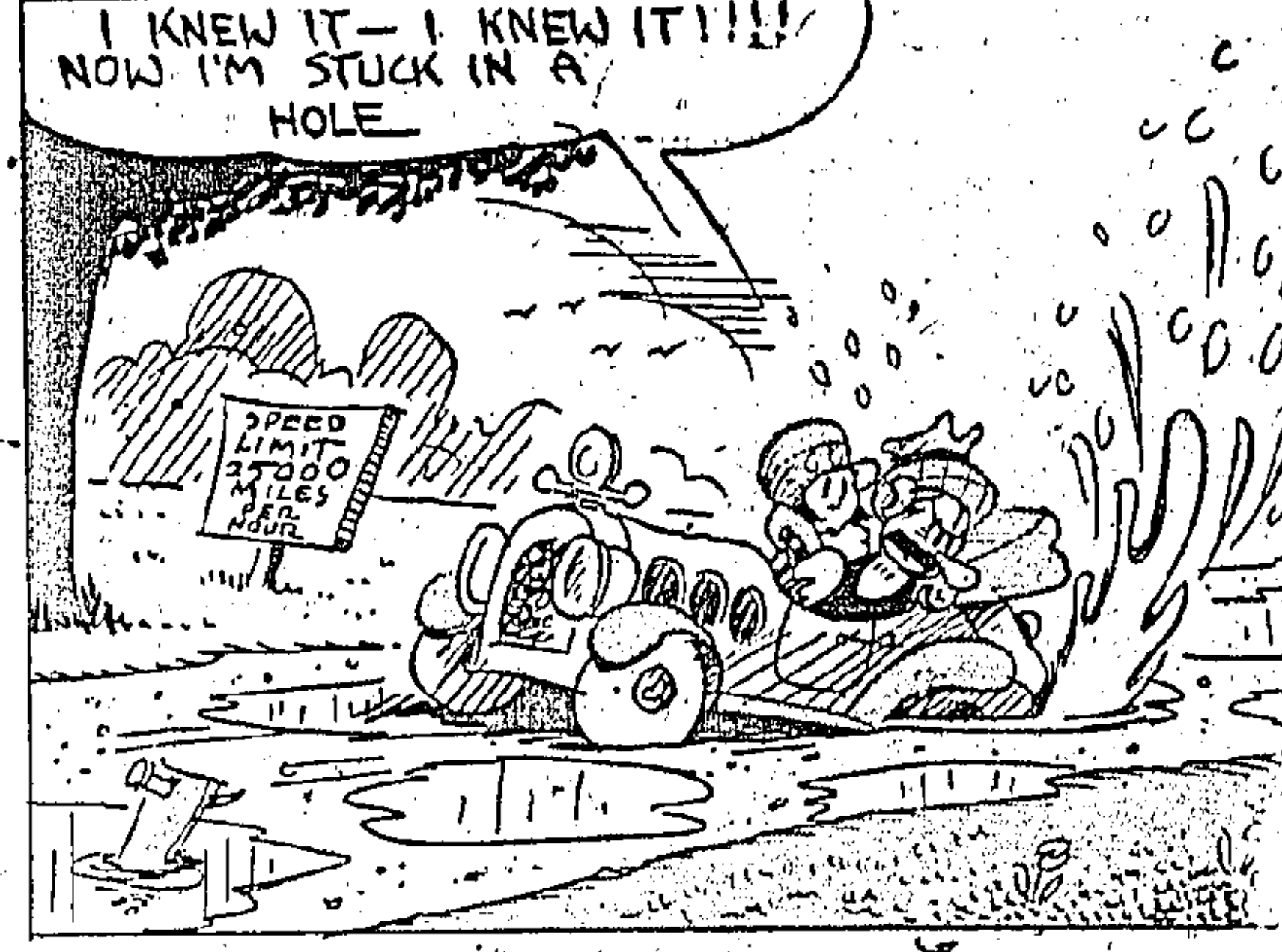
IT'S SUCH A NICE DAY—LET'S TAKE
A LITTLE SPIN OUT IN TH'
COUNTRY IN MY NEW BUS



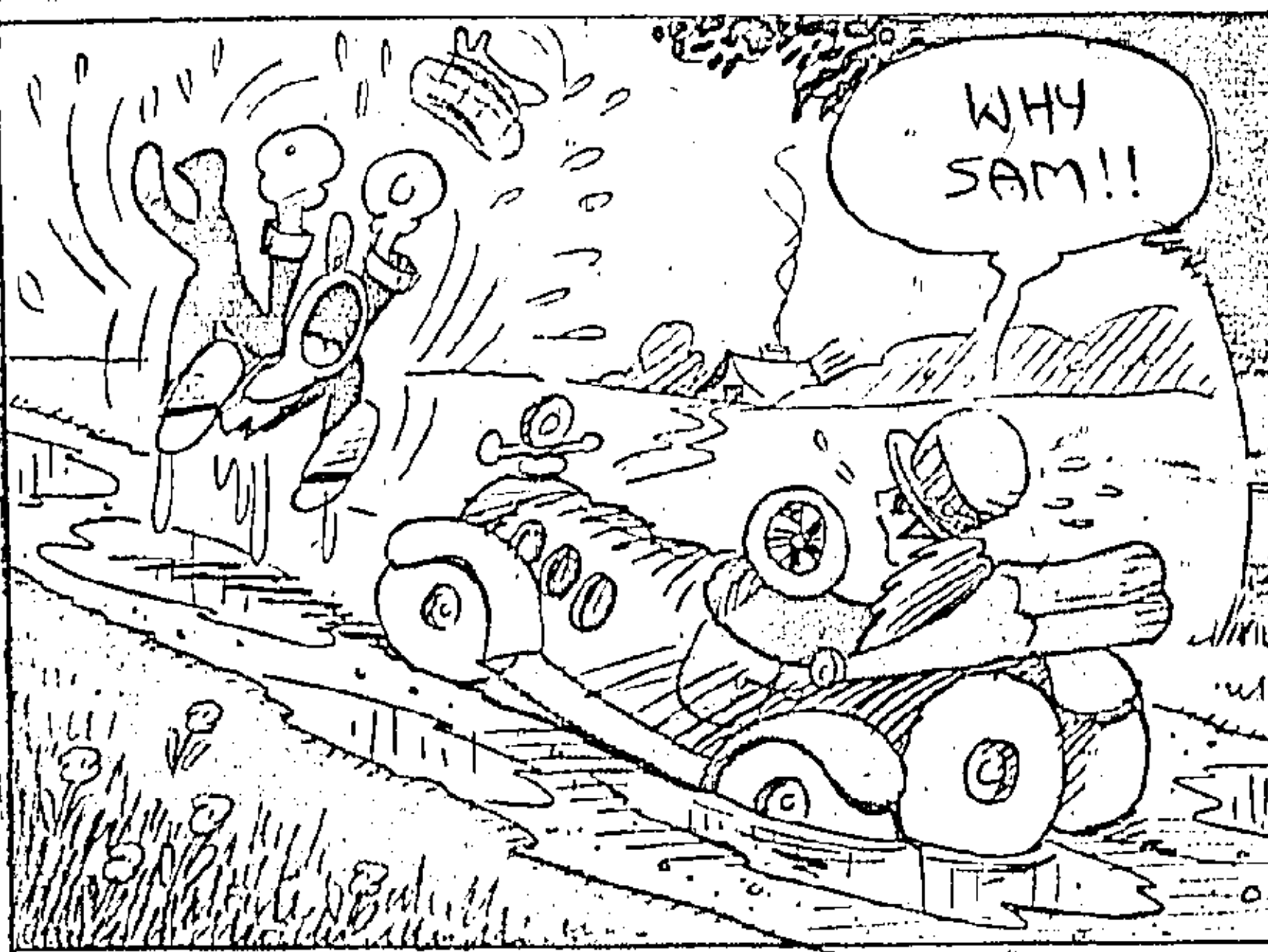
GOLLY—THESE ROADS ARE
AWFUL



I KNEW IT—I KNEW IT!!!
NOW I'M STUCK IN A
HOLE

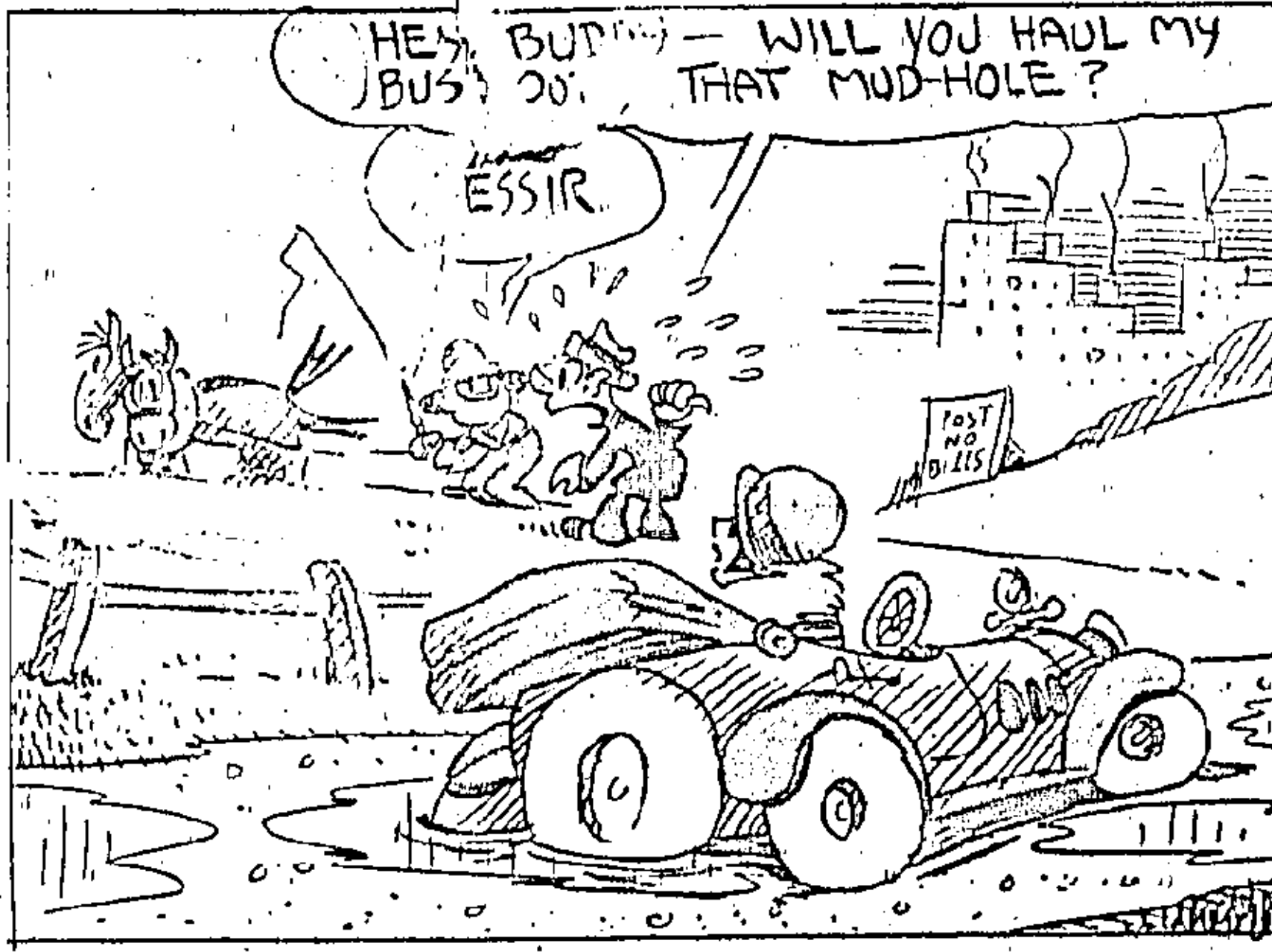


WHY
SAM!!

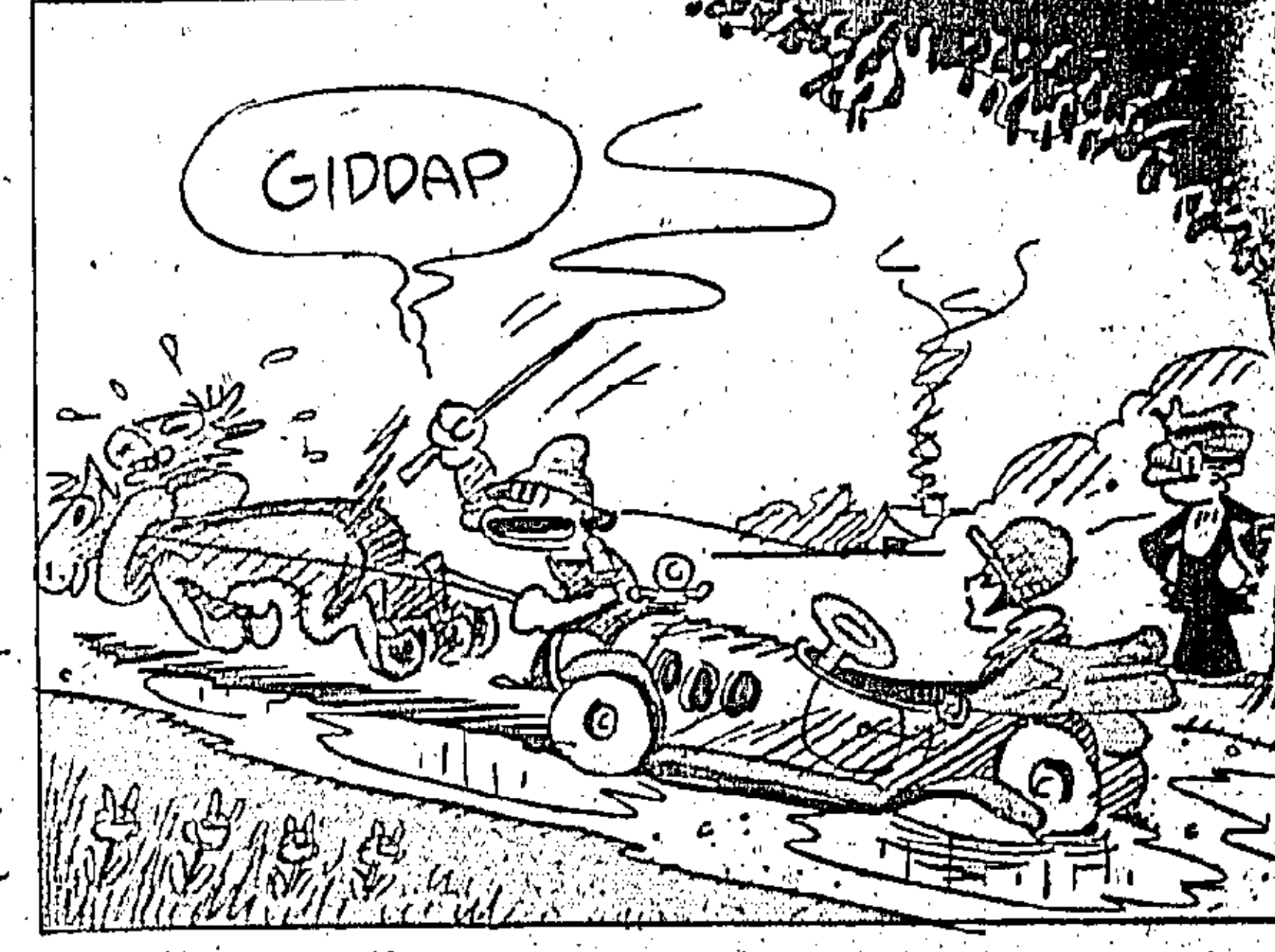


HEY, BUT—WILL YOU HAUL MY
BUS OUT OF THAT MUD-HOLE?

ESSIR.

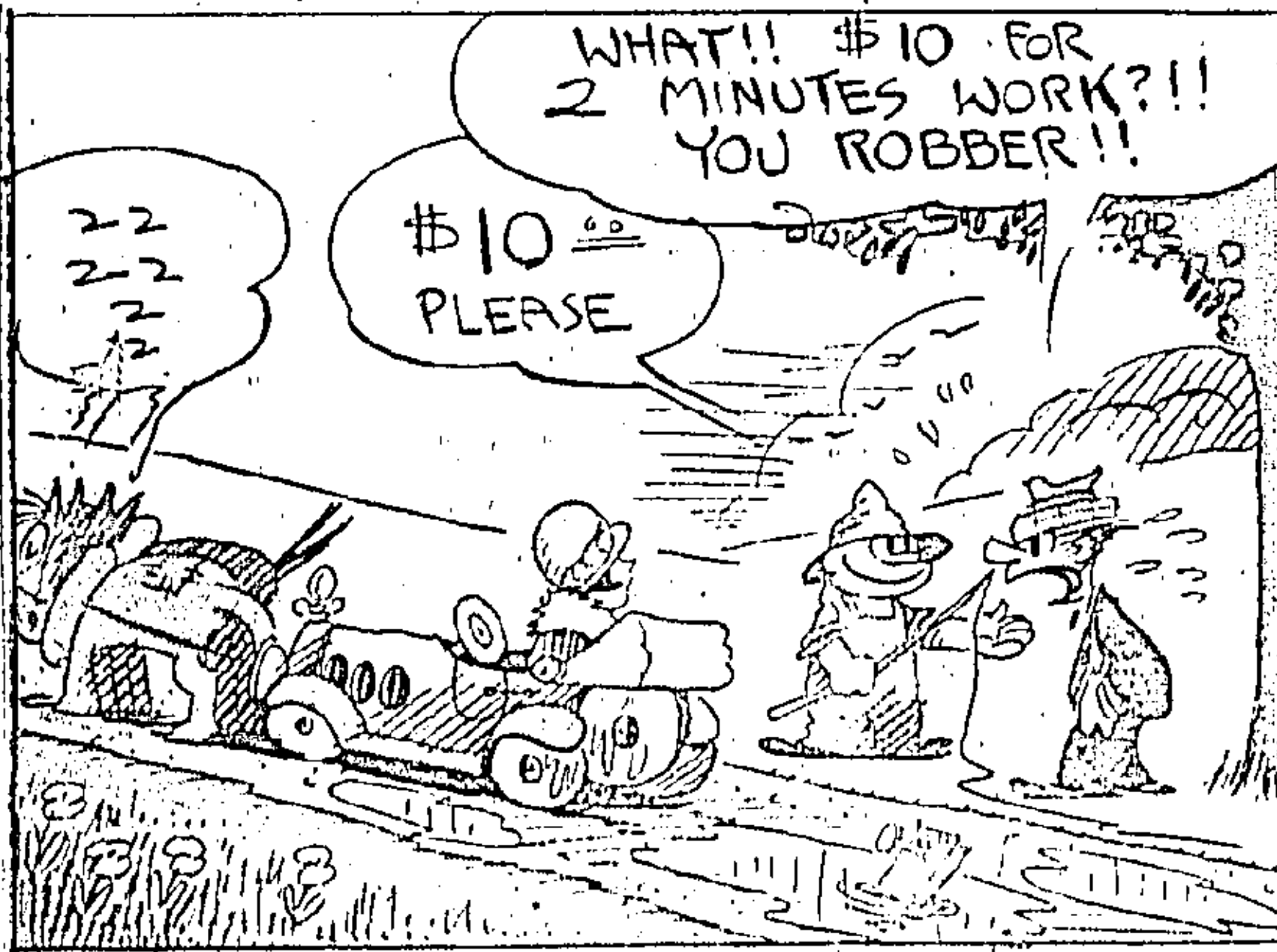


GIDDAP



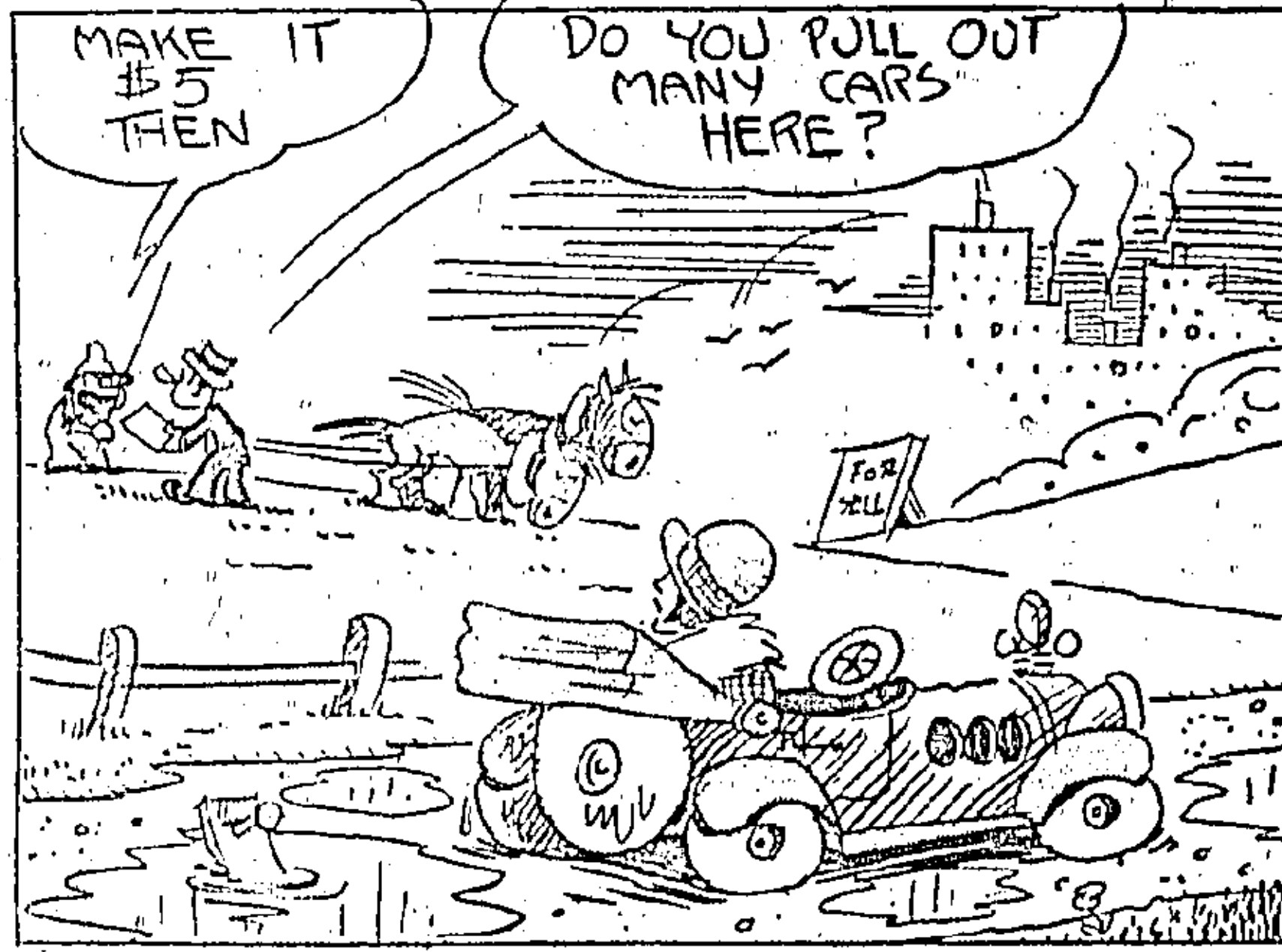
WHAT!! \$10 FOR
2 MINUTES WORK?!
YOU ROBBER!!

\$10
PLEASE



MAKE IT
\$5
THEN

DO YOU PULL OUT
MANY CARS
HERE?

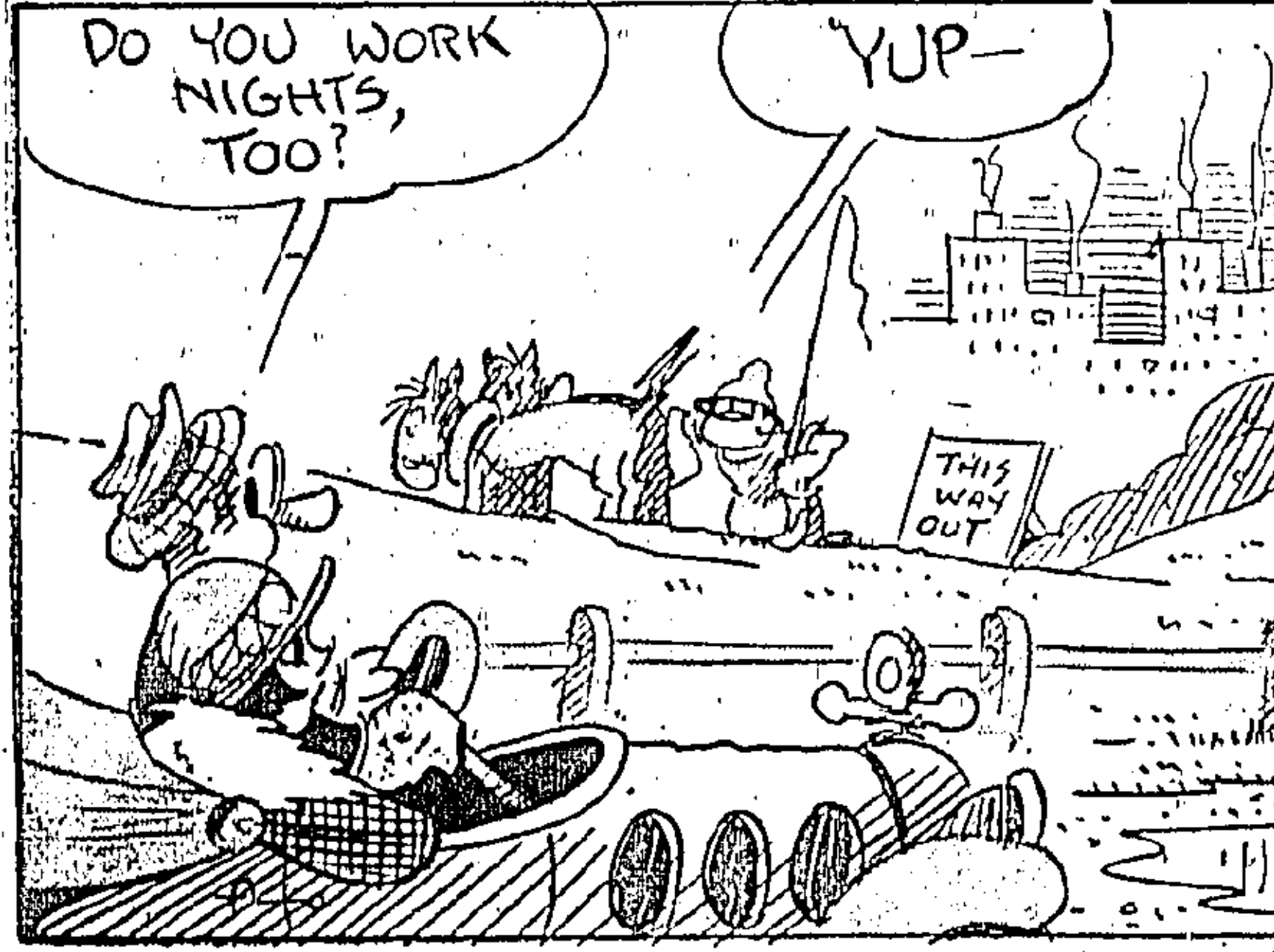


OH—ABOUT 20 A
DAY ON AN
AVERAGE

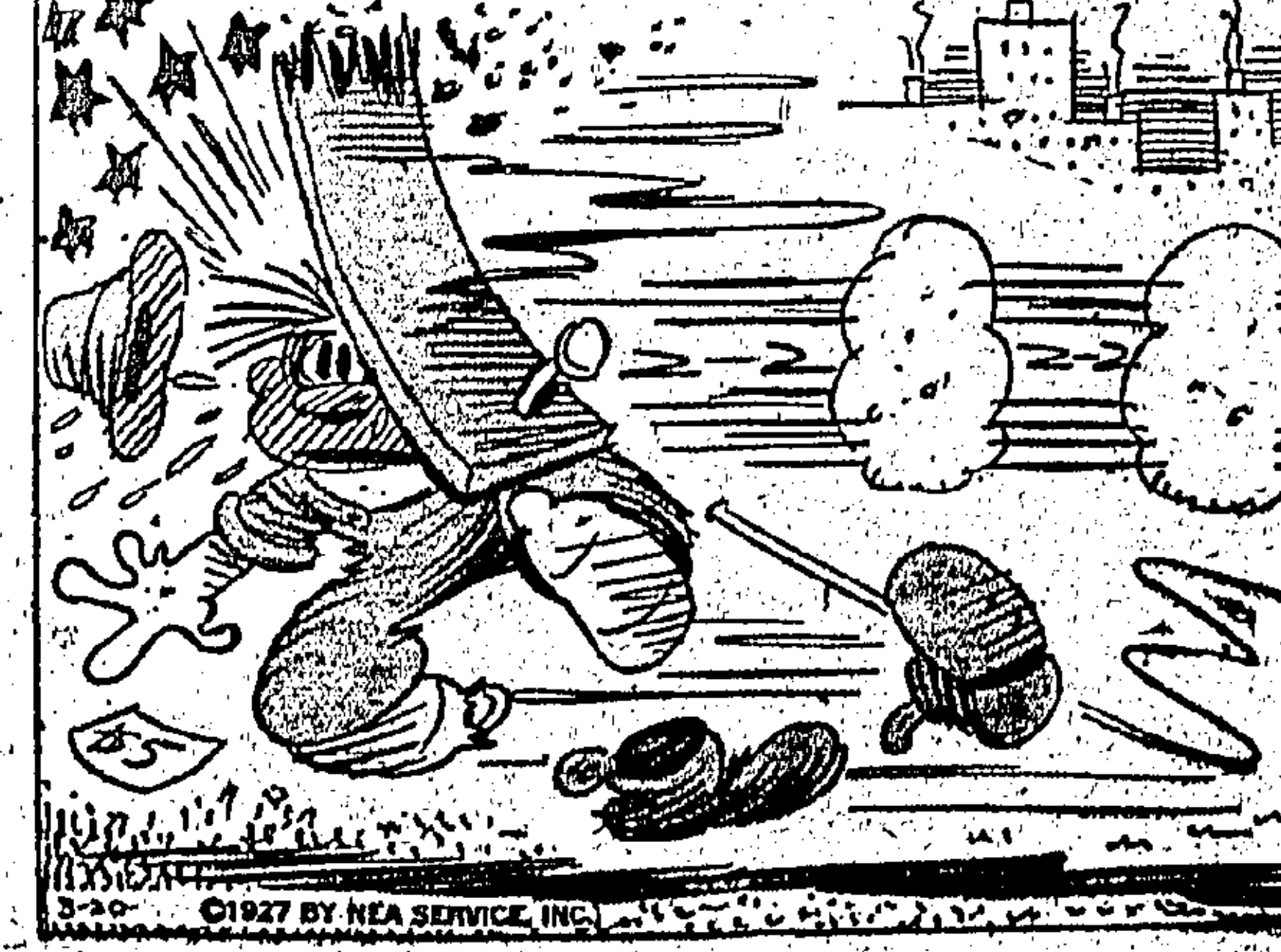
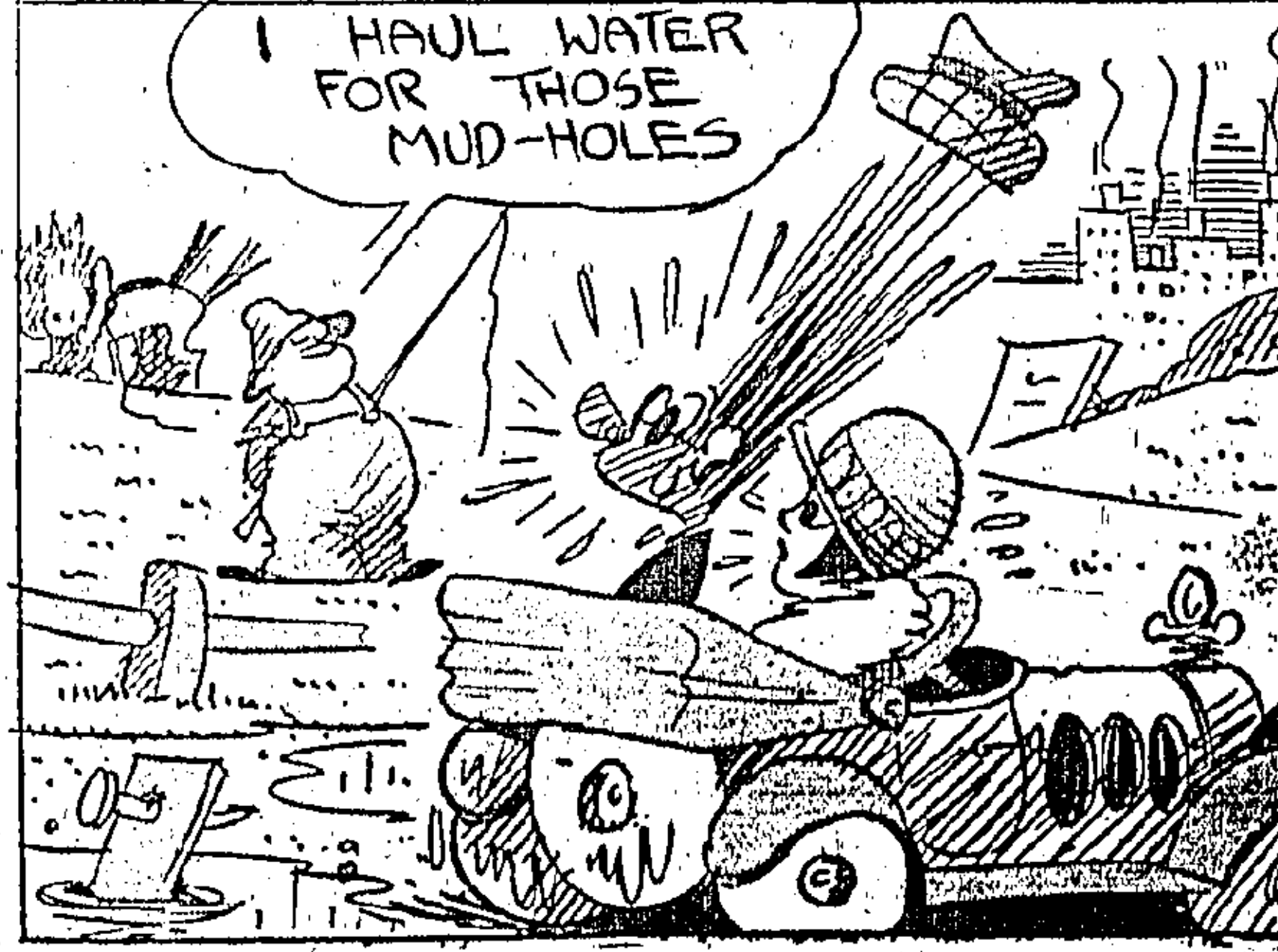


DO YOU WORK
NIGHTS,
TOO?

YUP—



I HAUL WATER
FOR THOSE
MUD-HOLES



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WHITEWAYS FOR DOLLAR VALUES

HONGKONG JAPANESE.

ASSOCIATION SEEKING INCORPORATION.

Notice is given in the *Gazette* that the Japanese Residents' Association intends at an early date to apply to the Legislative Council for a Bill intitled "An Ordinance to provide for the incorporation of the Directors of the Japanese Residents' Association of Hongkong (Hongkong Nipponjin Kwai).

The object of this Bill is to incorporate the Directors of the Japanese Residents' Association of Hongkong in order to enable them to hold immovable property in perpetual succession. The advantages of incorporation are obvious. The Bill follows the general form of incorporation Ordinances.

The appointments of directors and all matters of internal management such as the majority required for any decision of the directors and the machinery for the alteration of the constitution, are left to be decided in accordance with the constitution of the association for the time being.

The properties mentioned in Section 5 are at present held by trustees on behalf of the Association. Owing to the movement of these trustees to other parts the trustees are continually changing and this is extremely inconvenient in connexion with the title to the properties.

The Association is one which has been formed for the mutual benefit of the Japanese residents in this Colony and for social and benevolent purposes amongst the Japanese community. The Association was formed about ten years ago and has now a present membership of approximately 600.

The first two properties mentioned in Section 5 are controlled by the Association and are used for the purpose of a primary school and a Japanese crematorium, respectively.

The third property is at present vacant land, but it is the intention of the Association when they are in a position to do so, to help their members to carry out a building scheme on this property.

ANGLO-RUSSIAN LABOUR.

ADVISORY COMMITTEE REACH UNANIMITY.

Berlin, April 1.

After private sittings an Anglo-Russian Joint Advisory Committee has made a statement that it has reached complete unity as regards International Trade Union Unity and that the resolutions adopted will be submitted for ratification by the General Congress of the British Trade Union Council and the equivalent Russian organisation.

It is understood that the question of the affiliation of Russian Unions to the Amsterdam International was discussed and that a recommendation on the matter was made which it is hoped will remove the Russian objections to joining it.

An agreement was apparently reached on the question of mutual non-interference in domestic affairs.—*Reuter*.

GOING HOME.

ANOTHER BIG EXODUS.

The sailing of the P. and O. liner *Macedonia*, from Hongkong to-day will mark the further exodus of well-known residents going Home either on leave or retirement.

Among the passengers embarking here are Mr. and Mrs. A. O. Lang, Mr. D. Abbey, Mr. J. E. Anderson, Eng.-Com. F. W. Bromley, Mr. and Mrs. W. J. Hest, Mr. G. M. Hemsworth, Mrs. A. K. Henderson, Mr. and Mrs. H. U. Ireland, Rev. J. Horace Johnston, Mr. and Mrs. W. G. Lawson and daughter, Miss R. Luard, Col. W. H. McCowan, Mr. C. F. Mendham, Miss A. Parkes, Mr. D. B. Peat, Mr. P. C. Potts, Mr. George W. Sellars, Mr. D. V. Skoverson, Mr. G. R. Wallack, and Mr. and Mrs. J. H. Wallace.

Mr. T. B. Wilson, agent in Kobe of the Dollar Line, left by the President Hayes, for Hongkong, on transfer.

Of 1,571 men invalided from the Navy in 1925 diseases of the eye were responsible for 306.

A first edition copy of Lewis Carroll's "Alice's Adventures Underground" was sold at Sotheby's yesterday for £31.

YACHTING NOTES.

[By "Chau Kung".]

The analysis of the Championship series for the Hayward Hays and Cruiser Classes are given below:

Class	Boat	Captain	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th
Hayward	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Hays	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22

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Hayward—Hays Class.

LAWN TENNIS.

YESTERDAY'S KEEN STRUGGLE.

Yesterday's big tennis game in the Open Championship Singles was between the ex-champion, Ng Sze-kwong, and E. C. Fincher, and resulted in a win for the former after a closely-played match which lasted over two hours. The players were hindered by the wet state of the ground, but that did not greatly detract from the standard of play.

At the beginning, Ng Sze-kwong played strongly, placing well and using force, while Fincher's play was not such as to cause his opponent much trouble. Fincher showed improvement in the third set, Ng Sze-kwong seeming to be content to take matters more easily, but both men put up a stirring fight for the fourth set, when Fincher was leading by the odd game from the start. Fincher played more carefully in the final set, but found the ex-champion a little too good for him.

Ng Sze-kwong was the more skilful of the two, being the more polished player, but Fincher showed excellent form and made his opponent go all the way to secure the verdict.

The results were:

Open Singles—Ng Sze-kwong beat E. C. Fincher, 6-3, 6-1, 2-6, 8-10, 6-3.

Open Doubles—Major W. B. Stevenson and Rev. F. P. W. Alexander beat Capt. E. W. Morris and G. Sturges, 6-2, 4-6, 6-2, 6-4.

Club Championship—G. W. Sewell beat W. Hyde, 6-2, 5-7, 6-4, 6-3.

Handicap Singles—"A"—Capt. E. G. Howard (Sing.) beat Dr. J. R. Craig (rec. 1/6).

Mixed Doubles—Lieut. Smith and Mrs. Joll beat A. J. Hazeland and Miss Buther, 6-3, 6-3.

THE BOAT RACE.

ROUGH WEATHER CONDITIONS.

London, April 1.

On the eve of the Boat Race, practice has been hindered by rough water, but conditions later improved. The crews have taken precautions against the weather and both boats are fitted with water chutes. Cambridge contemplate the use of two balloons under the feet of each man.

The start is timed for 1.30 p.m. but it may be earlier if the conditions are bad. The latter event should favour Oxford, as the race is anticipated to be a case of Cambridge style versus Oxford stamina.—*Reuter*.

BIG FILMS.

PARAMOUNT SUPER-SEASON.

The Queen's World and Star Theatres yesterday began their super-season to mark the acquisition by the Hongkong Amusement, Ltd., of Paramount film rights for China. Most attractive programmes were provided by all three houses, and the large attendance at each demonstrated the interest taken by the public in the event.

At the Queen's there is what is probably the biggest and most varied programme ever offered here at usual prices. The feature film is "For Heaven's Sake," starring Harold Lloyd. This is an extremely funny film and Harold is seen at his very best. It is unnecessary to tell the tale—our advice to the public is to make a special point of seeing this laughter-producer. Other features of the programme include a musical prologue by the full Queen's Theatre orchestra, with A. Grovini as conductor, in which the musicians give a real treat and in which some very bright lighting and scenic effects are provided. Then there are vocal and instrumental items by the Versatile Quartette, and, as if this were not enough, a Gaumont news reel, a Prisma colour film and a very clever Inkwell cartoon.

At the Star Theatre, Kowloon residents are being well catered for with Thomas Meighan and Lila Lee in "The Ne'er Do Well," whilst an additional attraction is provided by the splendid selections of the band of the Middlesex Regiment.

The World is showing "The Lucky Devil," with Richard Dix in the main role.

Truly, Hongkong is being well provided with first-class cinema shows these days.

The annual meeting of the general committee of the Allico Memorial and Affiliated Hospitals will be held next Monday, April 4, in the Chamber of Commerce board room, at 12.30 p.m., when the presence of all members is earnestly requested. The business will be—To receive the annual report and financial statement; to appoint the Executive Committee for 1927; to pass estimates of expenditure for 1927; and any other business that may be presented.

The production of newsprint in Canada in 1926 reached 1,881,787 tons, and in the same period the United States produced 1,886,695 tons, Newfoundland 186,471 tons, and Mexico 18,412 tons. Compared with the previous year, the Canadian output increased by 359,520 tons, or 24 per cent, and the rated capacity of Canadian mills is now stated to be 7,350 tons a day, compared with 5,700 tons at the beginning of 1926 and 4,760 tons at the beginning of 1925.

The feature in the world's consumption of newsprint during the past few years has been the phenomenal increase in per capita consumption of the United States. Last year nearly 3,000,000 tons out of a total world-production of about 5,000,000 tons went to the great printing presses of the United States. Of this amount Canada supplied 1,320,600 tons, or about 45 per cent. In addition Canadian pulp mills supplied 823,857 tons of mechanical and chemical pulp and 1,423,502 cords of pulpwood or sufficient wood to manufacture about 1,680,000 tons of pulp.

Compared with 1924, the latest statistics show that exports of Canadian-made paper to Argentina have increased 13 times, to Australia nearly 14 times, United Kingdom 3½ times, Cuba 8½ times, and exports to New Zealand and Africa also show increases.

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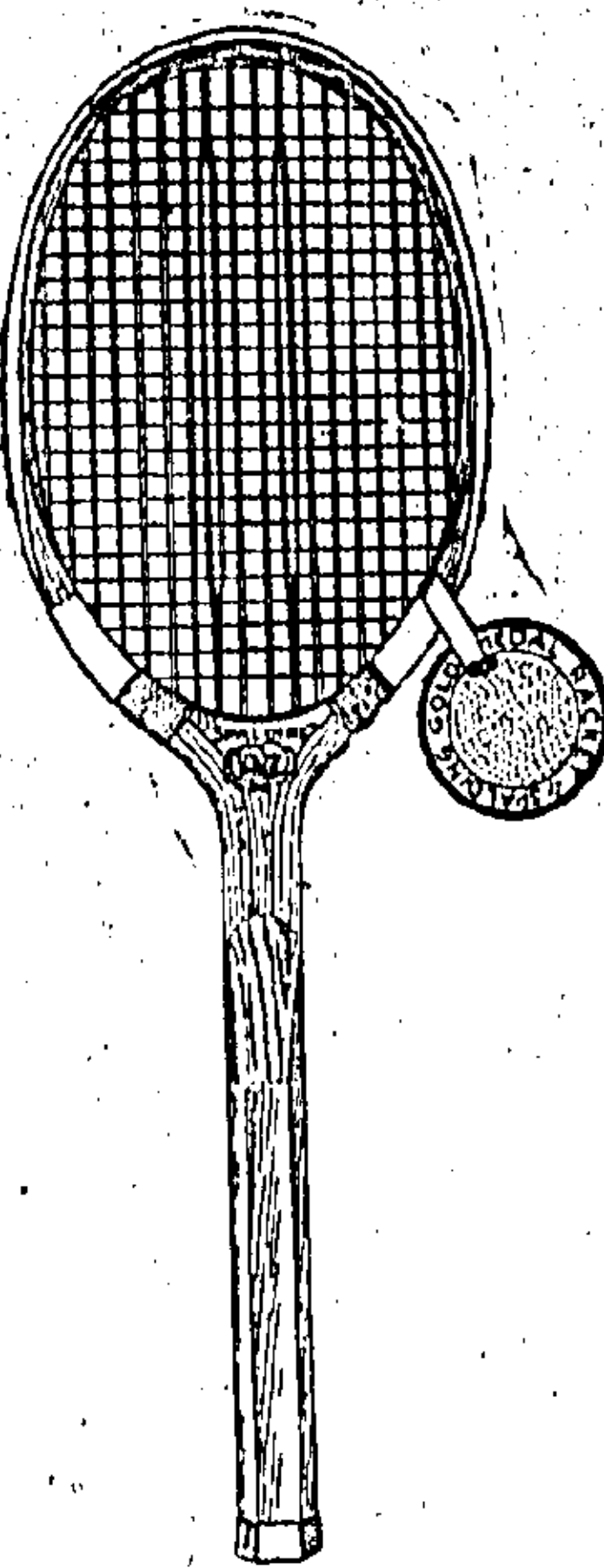
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Finest Kent Ash. Frames—Best. Quality Gut.

"ANDERSON" "GOLD MEDAL" and many other famous models.

LANE, CRAWFORD, LTD.

SPORTS SPECIALISTS.

THE GUNNERS.

DINNER AT VOLUNTEER HEADQUARTERS.

The annual dinner of the Artillery Company of the Hongkong Volunteer Defence Corps, was held at Volunteer Headquarters last night.

Captain Willson, the Commanding Officer, was in the chair and was supported by fourteen members of the Company.

After "The King" had been proposed, the Chairman outlined the work of the unit during the past season and congratulated all ranks on the keenness shown, more especially on the successes which attended the shooting of the 6" howitzers at Tai Lam Camp in January. He noted with particular pleasure that the honour of firing the first round from the howitzers had fallen to the Artillery Co.

In closing his remarks, Captain Willson made special reference to the departure on home leave of 2/Lieut. Railton and wished him a very pleasant holiday and a speedy return to the Colony. They were also, said the Chairman, taking this opportunity of saying "Adieu" to Sergeant Concanon, who was shortly going home, and he assured him that all ranks were deeply grateful to him for all he had done for the Artillery Company.

He then asked Sergeant Concanon to accept as proof of their regard for him a small souvenir and expressed the hope that when ever he had occasion to use it, he would be reminded of "The Gunners." They wished him the very best of good luck and all hoped to hear of him again. (Applause.)

Sergeant Concanon, amidst cheers, suitably replied.

The proceedings terminated shortly afterwards.

MORE NEWSPAPERS.

BIG DEMAND FOR NEWSPRINT.

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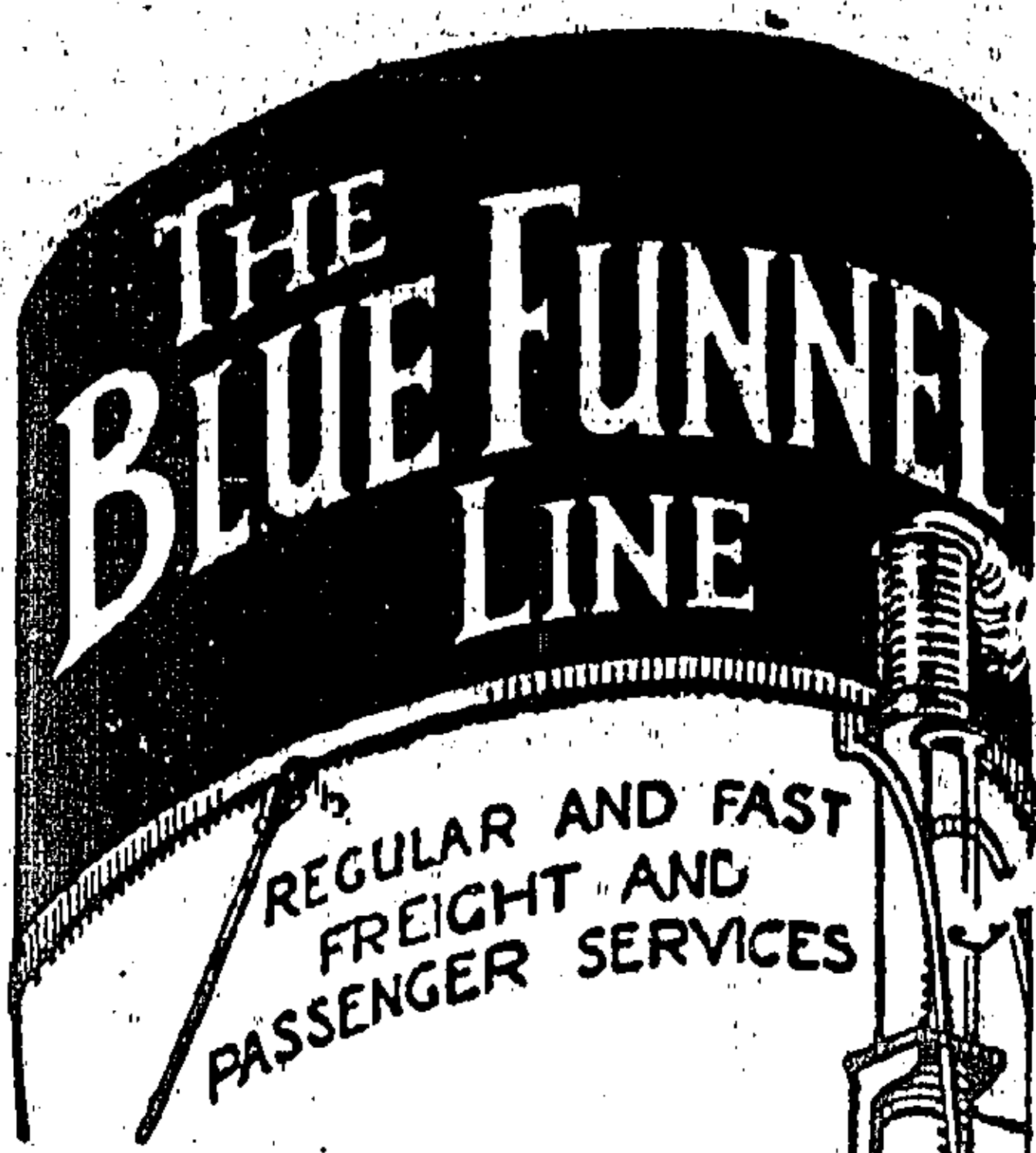
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LONDON SERVICE

"ANTENOR" 6th Apr. Marseilles, London, R'dam & Glasgow
 "RHEXENOR" 10th Apr. M's, London, R'dam, H'burg & Hull
 "HECTOR" 4th May. Marseilles, London, R'dam & Glasgow
 "CALOHA" 17th May. Marseilles, London, R'dam & H'burg
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PACIFIC SERVICE

via KOBE & YOKOHAMA
 "ACHILLES" 7th Apr. Victoria, Vancouver & Seattle
 "TYNDAREUS" 30th Apr. Victoria, Vancouver & Seattle

NEW YORK SERVICE

"TEUCER" 8th Apr. New York, Boston & Baltimore
 "EUMAEUS" 8th May. New York, Boston & Baltimore

PASSENGER SERVICE

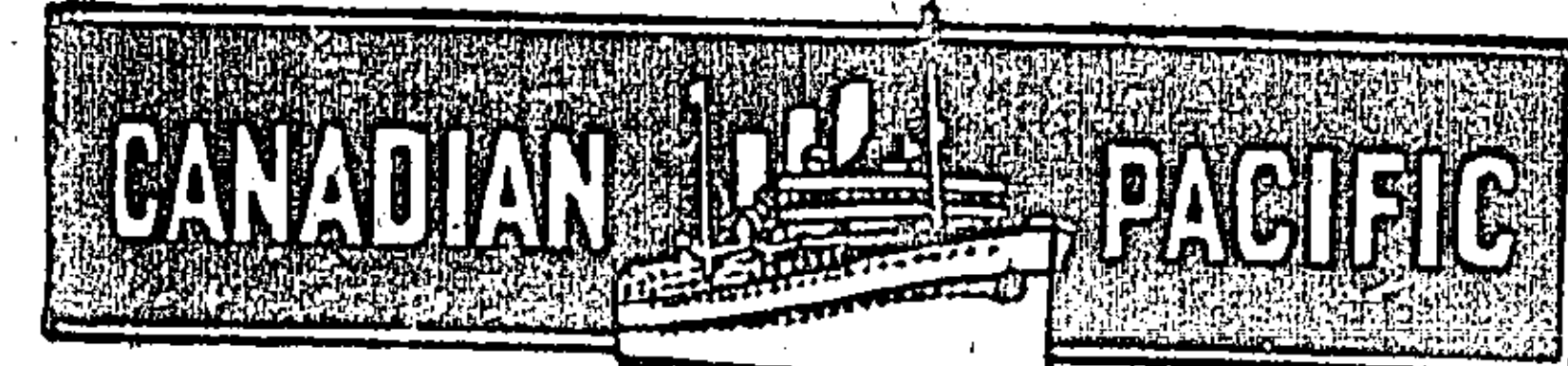
"HECTOR" 4th April, 10 a.m., SHANGHAI
 "ANTENOR" 6th April, Singapore, Marseilles & London
 "HECTOR" 4th May, Singapore, Marseilles & London
 "AENEAS" 31st May, Singapore, Marseilles & London
 "SARFEDON" 20th June, Singapore, Marseilles & London

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EMPEROR OF RUSSIA	Apr. 20	Apr. 23	Apr. 26	Apr. 29	May 8
EMPEROR OF ASIA	May 11	May 14	May 17	May 20	May 29
EMPEROR OF CANADA	June 1	June 4	June 7	June 10	June 19
EMPEROR OF RUSSIA	June 22	June 25	June 28	July 1	July 10
EMPEROR OF ASIA	July 11	July 14	July 17	July 20	July 29
EMPEROR OF CANADA	Aug. 1	Aug. 4	Aug. 7	Aug. 10	Aug. 19
EMPEROR OF RUSSIA	Aug. 24	Aug. 27	Aug. 30	Sept. 2	Sept. 11
EMPEROR OF ASIA	Sept. 14	Sept. 17	Sept. 20	Sept. 23	Oct. 2

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

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S.S. OUDERKERK ... 17th April.
S.S. SALABANGKA ... 15th May.

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S.S. SALABANGKA ... 5th April.
S.S. OLDEKERK ... 3rd May.
S.S. GEMMA ... 30th May.

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PRESIDENT MCKINLEY ... Tuesday, Apr. 26th
 PRESIDENT LINCOLN ... Tuesday, May 10th
 PRESIDENT CLEVELAND ... Tuesday, May 24th
 PRESIDENT PIERCE ... Tuesday, June 7th

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Apr. 12	San Francisco	Aquitania	May 11	C'brg Sh'mptn May 17
Apr. 20	Seattle	Geo. Washington	May 18	P'mth C'brg May 27
Apr. 26	San Francisco	Republic	May 28	P'mth C'brg June 6
May 4	Seattle	Aquitania	May 31	C'brg Sh'mptn June 6
May 10	San Francisco	Homeria	June 11	C'brg Sh'mptn June 17
May 18	Seattle	Mauritania	June 15	P'mth C'brg June 21
May 24	San Francisco	Majestic	June 25	C'brg Sh'mptn July 1
June 1	Seattle	Berengaria	June 28	C'brg Sh'mptn July 15
June 7	San Francisco	Olympic	July 9	C'brg Sh'mptn July 15
June 15	Seattle	Aquitania	July 13	C'brg Sh'mptn July 19
June 21	San Francisco	Homeria	July 23	C'brg Sh'mptn July 29

TO SEATTLE AND VICTORIA VIA SHANGHAI,
KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT PIERCE Tues., Apr. 5th, MIDNIGHT

PRESIDENT TAFT ... Wednesday, Apr. 20th
 PRESIDENT JEFFERSON ... Wednesday, May 4th
 PRESIDENT GRANT ... Wednesday, May 18th
 PRESIDENT MADISON ... Wednesday, June 1st

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PORT SAID-ALEXANDRIA-NAPLES
-GENOA-MARSEILLES.

Thence to BOSTON and NEW YORK.

PRESIDENT POLK ... Tuesday, Apr. 12th 8.00 a.m.
 PRESIDENT ADAMS ... Tuesday, Apr. 26th 8.00 a.m.
 PRESIDENT GARFIELD ... Tuesday, May 10th 8.00 a.m.
 PRESIDENT HARRISON ... Tuesday, May 24th 8.00 a.m.
 PRESIDENT MONROE ... Tuesday, June 7th 8.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT JACKSON ... Monday, Apr. 4th 6.00 p.m.
 PRESIDENT POLK ... Tuesday, Apr. 12th 8.00 a.m.
 PRESIDENT TAFT ... Tuesday, Apr. 12th 6.00 p.m.
 PRESIDENT MCKINLEY ... Monday, Apr. 18th 6.00 p.m.
 PRESIDENT ADAMS ... Tuesday, Apr. 26th 8.00 a.m.

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Sailings from Hongkong—Daily at 2 a.m. and 8 a.m. { (Sundays 2 a.m. only).
 Sailings from Canton—Daily at 8 a.m. and 3 p.m. { (Sundays 3 p.m. only).

Steamer sails from Hongkong on

1st, 2nd, 3rd, 4th, & 5th April at 1 a.m. instead of 2 a.m.
and returns from Canton at 3 p.m. same day.

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FROM HONGKONG: 8 A.M. and 2 P.M. daily. (Sunday: 9 A.M. only.)
 FROM MACAO: 8 A.M. and 2 P.M. daily. (Sunday: 3.30 P.M. only.)

S.S. "SUI AN'S" SAILINGS.

Tuesday 29/3/27—7.30 a.m. from Hongkong; 1.30 p.m. from Macao

SUNDAY EXCURSION.

On Sunday 3rd April s.s. "SUI AN" will depart
from Company's Wharf, Lok Street, Wharf at 9 A.M. and
from Macao at 3.30 P.M.

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Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or
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S.S. "CITY OF DUNKIRK" ... via Suez Canal ... 20th April.

ALSO AGENTS FOR

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S.S. "PORREBANK" ... via Suez Canal ... 22nd May.

MAURITIUS & SOUTH AFRICA

S.S. "TINHOU" ... From Hongkong ... 25th April.

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Zanzibar, Mombasa, Kilindini, Port Natal, Ladang Bay, Walvis Bay and Madagascar.

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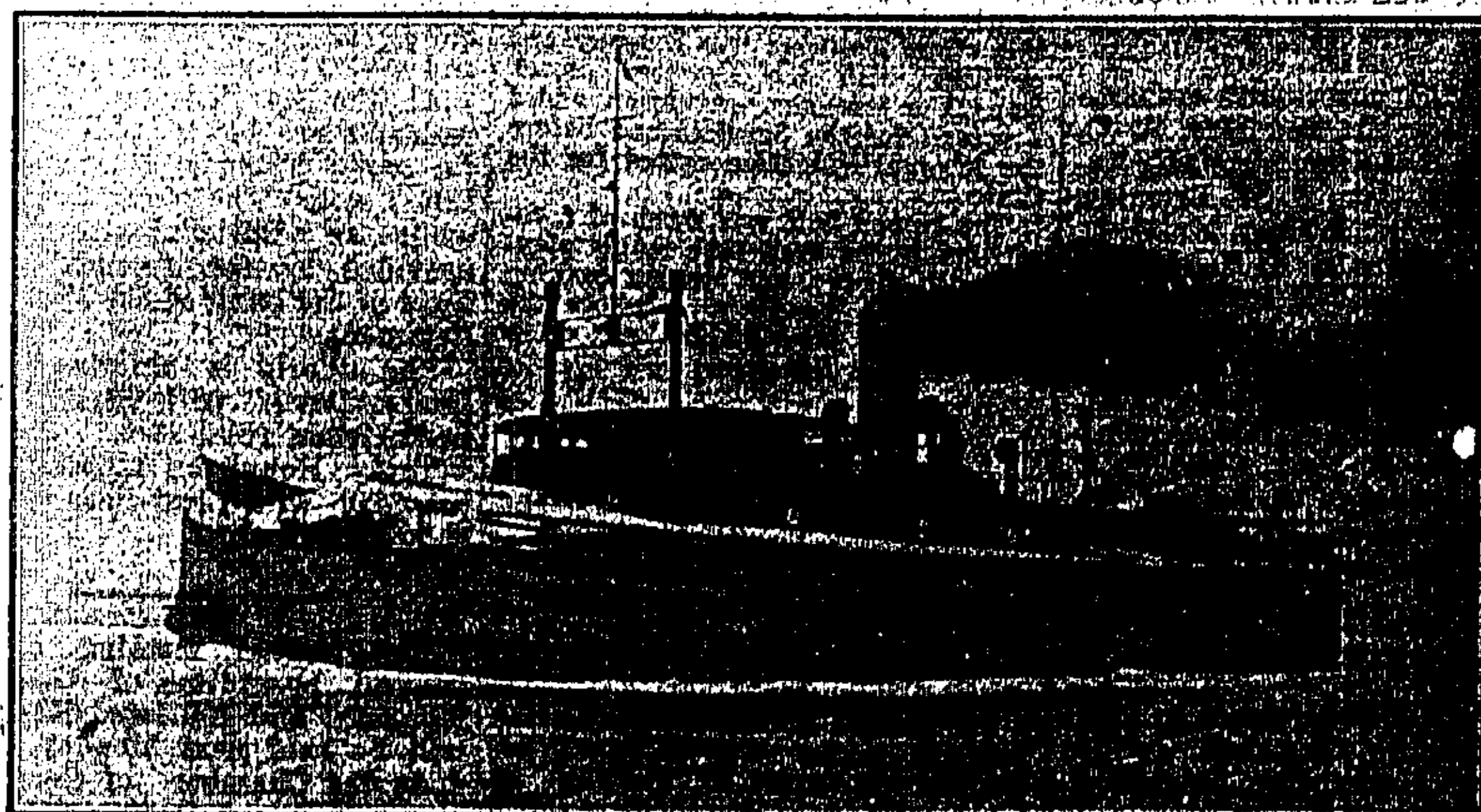
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Victoria, Hongkong.

POWERS CONFER ON
CHINA.

(Continued from Page 1.)

FIRE RETURNED.

American Destroyer's Action.

London, April 1.
A United States' destroyer yesterday was fired on by rifles above Kiangyin, between Shanghai and Chinkiang. The Americans replied with guns and machine guns.—British Wireless.

NAVAL REPORTS.

Chungking Residents Leave.

Ichang, Mar. 31.
The situation is quiet to-day.—Naval Wireless.

Changsha, Mar. 31.
There are now very few soldiers left in the vicinity of Changsha. H. M. S. Woodcock, with the British Consul on board, remains.—Naval Wireless.

Hankow, Mar. 31.
Large numbers of Chinese troops are still proceeding down the river. The foreign Labour delegation, composed of Messrs. Doriot and Earl Browder left here yesterday evening.—Naval Wireless.

Chungking, Mar. 31.
The British gunboats Widgeon, Mantis and Teal, with the British Consul and community on board the river steamers Shantung and Fling(?), left down river this morning.—Naval Wireless.

BETTER FOOCHOW NEWS.

Warning to Trouble-Makers.

Writing under date of Tuesday last, the Telegraph's Foochow correspondent says:

I think it may be said that the last few days have seen a considerable improvement in the situation. I was misinformed as to the number of schools that are on holiday. It seems that only a few have stopped work for a week or so, and only one has ceased to function for the time being. The "moderate party" among students and teachers has begun to assert itself, and it is amusing, though not exactly edifying, to see the streets plastered with poster-diametrically opposite in meaning. A further show of violence took place on Sunday (27th March) when a number of boys went into a Methodist Church during service and seized and beat the preacher. The naval unit that was sent for, arrived too late to take any action, but probably as a result of this further breach of the peace, one of the shortest and strongest proclamations that has yet appeared has been posted on the walls in Nantai—only eight large characters to the effect that "Disturbance of the peace will be summarily shot." This is undoubtedly having a soothing effect on the hot-heads.

To-day is the anniversary of the death of the 72 "martyrs" in Canton in 1910, and meetings and processions had been arranged. But almost continuous heavy rain since early morning has spoilt the celebrations to some extent, though I hear that comparatively large numbers have gone to the South Gardens, where the memorial to the martyrs stands. So far, there has been no reaction whatever to the Nanking affair. An American gunboat has been sent for, and I hear some Americans are being evacuated, but so far the British subjects are continuing at their posts, both in Foochow and up-country. The arrival of H.M.S. Foxglove was quite unexpected, and has nothing to do with any new feature in the local situation.

KWANGTUNG UNREST.

Canton Government's Warning.

Owing to Consular anxiety regarding the safety of foreigners in the Canton district, following on the reports of disorders in Nanking and along the Yangtze Valley, the Executive Committee of the Kwangtung Provincial Government decided at a meeting held yesterday (yesterday) to repeat the proclamation issued some time ago warning the people against molesting peaceful foreign nationals or interfering with their residence or business, as the Government is determined to repress any disorderly attempts endangering the life and property of foreigners in this region.

MR. T. V. SOONG'S VIEWS.

Reference to World War.

Shanghai, March 30.
Interviewed here to-day Mr. T. V. Soong, Minister of Finance of the Nationalist Government, who arrived in Shanghai from Hankow on the 28th, said:

"I have come to Shanghai to take general charge of the finances of the newly recovered provinces for the Nationalist Government. I will carry out the same impersonal methods in the centralization of Finance here as elsewhere in Nationalist territory."

Questioned concerning the general situation with special regard to foreign relations, he said:—"The foreign policy of the Nationalist Government can only be announced by the Minister of Foreign Affairs. As a returned student from America, who happened to have been in the United States during the World War, I can see that the propaganda in America to bring her into the world war is being exactly duplicated by the propaganda now directed against the Nationalist Government. A policy for the isolation of Nationalist China is being ruthlessly pursued; and before long we shall again hear of atrocities such as were charged by both Germany and the Allies against each other. One wonders whether world intelligence has advanced since those world wars," he concluded.

Dr. G. Roche Lynch is to succeed the late Mr. John Webster as Senior Official Analyst to the Home Office.

Well known to tourists, the Station Hotel at Mallaig, Inverness-shire, has been destroyed by fire.

THE CHINA CRISIS

DURING THE PRESENT CRISIS, MANY LOCAL RESIDENTS HAVE INSTRUCTED US TO MAIL A DAILY COPY OF "THE HONGKONG TELEGRAPH" TO FRIENDS ABROAD.

IF YOU WOULD LIKE YOUR FRIENDS TO RECEIVE AUTHENTIC ACCOUNTS OF EVENTS DAY BY DAY, SEND US INSTRUCTIONS AND WE WILL DO THE REST.

Rates—
British Empire.....\$3.60
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Foreign Countries...\$4.20
per month.

POST OFFICE NOTICE

INWARD MAILS.

From	Per	Date.
Shanghai	Chenan	April 2.
Shanghai	Lingahow	April 2.
U.S.A., Canada, Japan and Shanghai	Pres. Jackson	April 3.
Australia and Manila	Arafura	April 4.
Japan and Shanghai	Antenor	April 5.
Canada, U.S.A., Japan and Shanghai	Empress of Russia	April 8.

OUTWARD MAILS.

For	Per	Date.
Haiiphong	Tonkin	Sat., April 2, 12.30 p.m.
Bangkok	Ikhnasan Maru	Sat., Apr. 2, 3.30 p.m.
Straits and Celestia	Takada	Sat., Apr. 2, 2.00 p.m.
	Letters	5.00 p.m.
Amoy	Tilawa	Sat., Apr. 2, 5 p.m.
Swatow, Amoy and Formosa	Kaijo Maru	Sun., April 3, 8.30 a.m.
*Swatow and Bangkok	Kaying	Sun., Apr. 3, 8.30 a.m.
Shanghai	Hector	Mon., April 4, 8.30 a.m.
Shanghai, Japan, Honolulu and *San Francisco and Europe via Siberia	Tonyo Maru	Mon., Apr. 4, Registration 9.45 a.m. Letters 10.30 a.m. (Due San Francisco, 20th April.)
Manila	Pres. Jackson	Mon., April 4, 4.30 p.m.
Swatow	Pooshing	Mon., Apr. 4, 5.00 p.m.
Amoy	Szechuen	Mon., Apr. 4, 5 p.m.
Straits	Chakung	Tues., Apr. 5, 10.30 a.m.
Swatow, Amoy and Fookchow	Halong	Tues., Apr. 5, noon.
Shanghai, Japan, Canada, U.S.A., Q & S. America and *Europe via Victoria, B. C.	President Pierce	Tues., April 5, Parcels 3 p.m. Registration 4.15 p.m. Letters 5 p.m. (Due Victoria, B. C. April 25.)

*Correspondence bearing vessel's name only.

Entertainments.

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